

In-committee debate: summary

Island Plan Review

Your Island
Your Say



ISLAND PLAN
REVIEW

R.116/2020



1. Introduction

The Island Plan is of utmost strategic significance to Jersey. Since the first incidence of the Covid-19 infection was confirmed in the island on 10 March, however, the pandemic has deeply disrupted all of our lives and communities, and the operations of business and government. The immediate impacts of the crisis were obvious to see, but the longer-term implications will take time to see and to understand.

In this context, it is no longer possible – or right – to deliver an Island Plan Review that covers a ten-year plan period as originally envisaged. To best respond to the current context, it is proposed that the next Island Plan should serve as a shorter-term 'bridging' plan between two longer-term plans (i.e. the current Island Plan 2011-2021; and a future Island Plan 2025-2034).

This allows for significant progress to be made to address key community planning challenges in this term of government in those areas where there is relative certainty; and for targeted short-term interim policy to be developed and applied in those areas where there is less certainty about the medium- to long-term future.

Some changes will also need to be made to the way in which the Island Plan Review Programme is normally run to enable this to happen before the end of the current parliamentary term in May 2022.

Just before the summer recess, at the last sitting of the parliamentary session on 14 July 2020, States Members were afforded an opportunity to discuss, and to express their views about: the changes that are necessary to enable the delivery of a new Island Plan and; the key planning challenges that a bridging short-term Island Plan needs to address.

I committed, during the debate, to collate and comment upon the key points and themes raised by members, and this report is the outcome of that undertaking. I am extremely grateful for their engagement with and contribution to the IPR in-committee debate: it was an extremely rich discussion and the output from it will help to inform the preparation of the draft Island Plan.

I want to continue to engage with members I look forward to working with them on the next stages of the plan.



**Deputy John Young
Minister for the Environment**

2. Island Plan Review: in-committee debate

The Island Plan Review in-committee debate took place on 17 July 2020.¹ It was supported by a report² which sought to provide members with relevant background information, and which also included a set of questions for members to consider when making their contributions.

These questions are set out below and are used to analyse members' contribution; and the Minister's response to them in the following section of this report, in addition to other issues which were raised by members

Issue	Question
Legal requirements, the plan period and plan status	Is the proposed adoption of a three-year bridging Island Plan an appropriate response to the need to progress key community planning matters in a period of some uncertainty caused by the pandemic?
Island Plan Review process	To deliver a new Island Plan before the end of the current term means lodging a draft Island Plan at the same time that it is published for public consultation. <ul style="list-style-type: none">• changes to the process are also likely to lead to a greater number of amendments and a potentially complex debate which will need to be clearly structured.• how do States Members feel about these proposed changes?
Evidence base and interdependencies	Is it appropriate to de-couple a short-term three-year planning assumption – to inform the Island Plan Review - from the development of a longer-term migration policy?

¹ <https://statesassembly.gov.je/Pages/Hansard.aspx?docid=33EE8E5D-88F9-4CCC-8C1F-B639CD4A3FB5>

² <https://statesassembly.gov.je/assemblyreports/2020/r.66-2020.pdf>

Issue	Question
Spatial strategy	<p>Where should we choose to locate new development over the short-term?</p> <p>Which spatial option, or combination of options, is most appropriate to promote the sustainable development of our urban core and of Jersey's Parish centres and other settlements over the next three years?</p>
Delivering affordable homes	<p>How best might affordable homes be delivered over the short-term?</p>
Creating sustainable communities	<p>What are the most important factors in ensuring further housing development – particularly in St Helier – creates places that promote the health and wellbeing of residents, and sustainable communities?</p>
Safeguarding economic recovery	<p>What objectives should the Island Plan adopt to help the different sectors of economic activity – finance and associated services; retail and tourism and hospitality – respond to the effects of the pandemic?</p> <p>What land use changes in St Helier might assist economic recovery over the short- and longer-terms?</p>
Use of road space	<p>To what extent should the Island Plan seek to consider the potential re-allocation of road space to giving pedestrians, cyclists and buses more priority?</p>
Protecting the marine, natural and historic environment	<p>What are the key planning issues for the island's marine, natural and historic environments and how should the new Island Plan respond to them?</p>

3: Summary of key themes and issues

Legal requirements, the plan period and plan status	
Is the proposed adoption of a three-year bridging Island Plan an appropriate response to the need to progress key community planning matters in a period of some uncertainty caused by the pandemic?	
Issue: a three-year bridging Island Plan	Minister's comment:
<p>Members expressed a range of views in relation to this matter, as follows:</p> <ul style="list-style-type: none"> • it is an excellent idea as 10 years does not keep up with current trends. There would be benefit in seeking to ensure more short-term updates of the plan in future to better respond to societal shifts; • we need this three-year plan because it is essential that we update and review the current plan; • circumstances dictate this response, but delivery of policy objectives will be difficult to achieve over the short-term; • a short-term plan enables the island to consider where it is economically, socially and in others areas, having regard to the impact of the pandemic: it is a good idea • doing a shorter-term plan affords the opportunity to make revision quickly thereafter, if needed; • makes sense but there are some huge items coming down the line for the Assembly over the remaining term of government and it is important that members have time to engage with and consider the issues emerging from them; 	<p>The Minister for the Environment recognises and acknowledges the potential challenges associated with the proposed short-term duration of the plan, but considers that the option of pursuing a three-year plan, in-between two longer term Island Plans (2011-2020 and 2025-2034) is an appropriate response to the uncertainty presented by both the impact of the Coronavirus pandemic and Brexit.</p> <p>Further to this, the current Island Plan is in need of updating in light of new evidence which is why; notwithstanding the current uncertainties, the current plan is not considered fit for extension, and the review of the plan should not be delayed.</p> <p>The bridging Island Plan will seek to acknowledge and, where appropriate, indicate potential responses or options in relation to longer-term strategic issues. In such cases, where foresight on short- to medium-term issues is not as reliable as it may have been in a more stable economic environment, these will be acknowledged, and the methodology used for making data-driven assumptions clearly explained.</p> <p>Where live planning applications are prepared and submitted under the auspices of one Island Plan, but are determined when a new Island Plan is in place, it is the new Island Plan that takes precedence as a tool for decision-making. Some regard and</p>

- concerned that we might lose sight of long-term goals, so important that these are still recognised and accounted for as far as they can be in a short-term plan;
- the three-year plan should not lack ambition just because there is a longer-term plan on the horizon.
- why can't we extend the current plan for three years?
- some planning applications may be 'live' under the auspices of two Island Plan – which plan will take precedence?

consideration can, however, be had of the previous planning policy regime, as appropriate.

Island Plan Review process

To deliver a new Island Plan before the end of the current term means lodging a draft Island Plan at the same time that it is published for public consultation.

- changes to the process are also likely to lead to a greater number of amendments and a potentially complex debate which will need to be clearly structured.
- how do States Members feel about these proposed changes?

Issue: changes to the Island Plan Review process

Minister's comment:

Members expressed a range of views in relation to this including:

- concern about the consultation period and its overlap with the time for members to submit amendments
- the process may be messy and complicated – there is a risk of duplication with members bringing forward amendments that may also be raised through public consultation.
- really like the idea that States members are required to make amendments early on, giving officers and the Minister more time to consider and respond to them.
- the gap between States members' amendments and the debate gives the Island Plan Team a chance to better respond to and address the consequences of those amendments.
- it is important that islanders have faith in the consultation and engagement process – of both islanders and States members - to ensure that the plan is not being seen as driven through by government, without opportunity for proper consideration of it.

Under the proposed changes to the process for producing a bridging Island Plan, the period within which States members may lodge amendments in relation to the draft Island Plan will be extended and should allow members to fully engage with the draft Island Plan.

The Minister for the Environment will seek to ensure that States members have access to and support from the Island Plan Review Team to best prepare their amendments.

Where possible, the Minister will seek to deal with as many amendments as possible in advance of the States debate and is seeking to ensure that he is able to lodge his own amendments to give effect to this, where required.

The Minister for the Environment will also work with the States Greffe to ensure the most efficient management of amendments and the subsequent States debate.

Evidence base and interdependencies

Is it appropriate to de-couple a short-term three-year planning assumption – to inform the Island Plan Review - from the development of a longer-term migration policy?

Issue: evidence base and interdependencies – planning assumption

Minister's comment:

Members expressed a range of views in relation to this including:

- not in favour of the migration policy being de-coupled from the Island Plan - they both need to be aligned. We need a targeted migration policy programme.
- not satisfied with de-coupling the plan from migration policy: a lack of a population target will create a number of issues further down the line. The Government really does need to bring forward a population policy as quickly as possible.
- the implications of not agreeing a migration strategy is not without consequence: taking different strategic directions for the bridging plan and the ten-year plan may have implications further down the line.
- the current Island Plan is good and I would rather its use is extended for three years: I think it might be time to take stock and work out a meaningful plan based on data; and which includes a migration policy, before reviewing the Island Plan.
- what net migration assumption will the new Island Plan work too: how is this going to be developed?
- we can de-couple migration from the Island Plan as we know we have to deliver more housing within the next three to four years. Even with no in-migration, we need more homes, so we just a

Whilst the current Island Plan has performed well, it is in need of review, not least to ensure that we can continue to respond to the community's needs – for housing in particular – and without a review now the current plan will become increasingly unable to respond to these requirements.

Recognising the challenges associated with making forward assumptions at the present time does not mean that understanding current and potential future population levels is not of central importance to the Island Plan Review. The importance of population was raised frequently in the Strategic Issues and Options consultation in 2019 and is a theme of public comment whenever the Island Plan is discussed.

While the shorter scale bridging Island Plan is intended to mitigate the risks of making long-term plans in a volatile context, it will still be based on the best available data and will developed in tandem, and having regard to any emergent migration policy. In this respect, the bridging Island Plan can be de-coupled from the *sequential* development of a migration policy by the current Council of Ministers.

A future States debate will consider a proposition informed by the work of the Migration Policy Development Board, and others. The development of the Island Plan can progress in tandem with this

need a review of the plan that helps us to address this critical issue.

- whilst a migration policy is desperately needed, we must focus on what the plan can deliver for the three-year time frame.
- de-coupling the plan from a migration policy makes sense and we must look for an opportunity to better align with the Census.

debate and the adoption of any new policy because the impact of that new policy on the overall population of the island will take several years to take effect.

The primary impacts on migration are, however, likely to stem from the post-COVID and post-Brexit economic and immigration contexts, rather than the adoption and implementation of local policy which seeks to further regulate migration.

The planned new migration policy, together with the planned Census; greater learning about both the performance of the island's economy following the pandemic and the impact of post-Brexit immigration changes; and the development of a longer-term economic framework for the island; will all inform long-term planning in the coming years and can be fully reflected in the subsequent Island Plan from 2025.

States members and key stakeholders will be engaged to establish their views on the proposed planning assumption. This underlying justification and analysis will be published (with explanatory sessions held to explain the work) and it will be considered by the independent inspector at the Examination in Public.

Spatial strategy

Where should we choose to locate new development over the short-term?

Which spatial option, or combination of options, is most appropriate to promote the sustainable development of our urban core and of Jersey's Parish centres and other settlements over the next three years?

Issue: the spatial strategy - where to locate new development?

Minister's comment:

Members expressed a range of views about the approach to the location of new development in the short-term Island Plan.

It was noted that there were a number of spatial options that might be considered; likely involving a mix of these, including: concentrate development in St. Helier; northern expansion of town; southern expansion of town; increased density in out-of-town areas, outward expansion around the edge of other built-up areas; development in the countryside and the possibility of a new settlement.

One of the key themes to emerge was about the balance between focusing development in and around the more developed areas of the island versus more development in more rural parishes.

The following seeks to capture some of the comments made:

- St Helier is full: there is a town versus country divide.
- concentrating development in St Helier is fine: it is good to have a vibrant and busy town and a rural countryside, but there needs to be a balance between increasing the level and density of development in town with the quality of the urban environment and its liveability: the key to this is the availability and quality of green open space in town.
- we should continue to focus development in St Helier but not at the exclusion of the rural parishes.

The approach to where development is located in the island will be set out in the spatial strategy of the Island Plan. The spatial strategy is a key part of the strategic policy framework as it sets the overall direction for many other detailed elements of the plan. It also has a major influence on the extent to which the Island Plan contributes towards other government objectives, particularly promoting sustainable transport and reducing carbon emissions, and promoting sustainable communities in which people can readily access school, work, shops and other services.

The Island Plan Review affords an opportunity to reassess the spatial strategy relative to the current challenges that the island faces. The bridging Island Plan will need to respond to and make provision for the range of development requirements over the short-term plan period and, having regard to the matter of deliverability, consider a five-year housing land supply.

This will need to address; in particular, the need to provide for the immediate needs of affordable housing; key worker accommodation; and to provide some new local affordable housing provision to sustain balanced and vibrant parish communities in some of the island's rural parish centres.

- we have to look at St. Helier holistically; build slightly higher and make better use of land that is already developed, but we need to avoid a table-top roofline in St. Helier.
- focus on south of St. Helier but deliver the north of town masterplan.
- St Helier faces a lot of development particularly in the north part of town and future developments are a concern. We need to ensure that the planning policy of focusing development in town is supported by public investment in infrastructure, particularly green space.
- need to consider the legacy for the next generation of islanders. What will today's planning decisions look like in 10 to 30 years?
- our rural parish centres have a role to play to accommodate some of the development that the island needs, and in a way that creates sustainable communities, where there is a range of local facilities to support people's wider needs: not just homes. St Martin's is a good example of this, where community facilities have been delivered along with new homes.
- the development of new homes in rural parishes ought not to be viewed negatively but rather as a way of sustaining viable and vibrant communities: St. Ouen, for example, has an ageing demographic because of a lack of new development. New housing should be accompanied by associated facilities, such as things like parish health hubs.
- if new housing is to be provided in rural parishes, it needs to be sensitive to its context and be well-designed, and appropriate.
- prioritise walking and cycling to protect and improve the amenities in town and encourage more people to live in town.

Any proposals for housing development involving the release of greenfield land will always be contentious. This is evidenced by the strong resistance to new housing developments zoned in previous Island Plans and is anticipated in the findings of the Strategic Issues and Options consultation. It is also evident, however, that there is increasing public concern about the densification of development in urban areas, particularly where this is provided without the commensurate level of community infrastructure to ensure the development of sustainable communities.

In light of these on-going challenges, the bridging Island Plan should also consider proposals that provide for early exploration of and progress with additional housing policy options that may need to feature in the next Island Plan from 2025. Such options may include further expansion to the Town of St Helier; further expansion to or significant redevelopment of other key settlements; and the potential for further land reclamation, together with the provision of community infrastructure.

There is also a need to ensure that the plan can make provision, where required, for longer-term strategic considerations and provide a decision-making framework for those that need to come forward for a planning decision during the bridging Island Plan period.

- St Saviour and the western part of St Clement should not be treated as being part of the Town of St Helier.
- no sites outside of the built-up area in St Clement should be considered for development in the forthcoming plan.
- ecological benefits from urban green spaces such as noise and pollution reduction, climate regulation and quality of life improvements for town residents through better social interaction and working environments.
- despite the delivery of nearly 400 new homes in the Parish of St. Clement, (200 homes at Samarès Nursery; 140 at Le Squez; and 50 at the top of Rue du Hocq), there are no additional social, community or recreational facilities.
- if we concentrate the majority of our population in St. Helier this will have ramifications in other areas and will mean that additional school places are needed. Rural communities run the risk of failure if you do not develop the communities.
- need to be more relaxed/ease planning restrictions about countryside development, particularly making use of existing redundant buildings.
- give support to parish housing schemes when they come forward particularly for the provision of over-55 housing to release family homes for younger families.
- there are ways of building homes in the countryside away from roads where they are not seen, avoiding ribbon development.
- we should lift the ban on development in the parishes and in the green zone and make them take their fair share.

Delivering affordable homes

How best might affordable homes be delivered over the short-term?

Issue: the provision of affordable homes and housing standards

Members expressed a range of views about the need to deliver affordable homes but also emphasised that this was not just about delivering the right number of homes, but also needing to ensure appropriate housing standards.

- consideration should be given to the requirement of private developers to deliver a proportion of affordable homes as part of residential development schemes
- we need to make better use of our existing housing and try and ensure that people's housing needs are best matched to their housing provision: policies to help downsizing or rightsizing can help to support this.
- we need a better understanding of the implications of the decisions that are made in terms of delivering affordable housing; sustainability and the long-term effects on the environment.
- the nature of arms-length companies needs to be reviewed - there are too many lock-up and leave investors on States-owned land.
- concern that social housing is not built to the right standards. There is a need to ensure the provision of private amenity space. The requirement to provide separate rooms for kitchen space would be beneficial.

Minister's comment:

Housing, and in particular the location and affordability of new housing development, is perhaps the most sensitive subject to be considered by the new Island Plan. The planning system has a key role to play in addressing the availability and cost of housing in Jersey.

The bridging Island Plan will need to establish a policy framework that makes the right provision for the sustainable development of affordable housing and continues to ensure that the right open market homes are built. In doing so, the plan will be informed by, and respond to, the work of the Housing Policy Development Board and the recently prepared Island Public Estates Strategy.

It is important to note that the housing requirement does not directly translate to a requirement for *new housing stock*. Significant effort will be required to ensure that the planning system is not required to meet the entirety of housing need and that, wherever possible, better use of the existing stock is made through the development of active housing policy coordinated across all areas of government.

The issue of housing standards in new development will be addressed by the issue and adoption of new supplementary planning guidance about the design of new homes. This will address the need for people to be able to enjoy both decent internal space standards; along with access to adequate private amenity space. The pandemic has highlighted the need to ensure that we

- under-occupancy and downsizing: people do not have the ability to downsize to appropriate types of homes and we should target a provision for these.
- need decent sized accommodation built for a quality of life not just creating high density development.
- need to enable space for working at home in new development as COVID has proved that we have the technology to support working from home.
- the homes we build in Jersey should meet the needs of the local population and not the needs of shareholders of some vulture fund somewhere else.
- we must allow for sites to be developed for people with existing parish connections.
- concerned about a geographical system which would only allow parish residents or those with connections to the parish to live there.
- it is important that the parishes have the capacity to build new homes to bring young families into the community.
- need for enabling the redevelopment of existing granite farmhouses in the green zone to provide homes.
- need to get on with house building projects to provide housing for children.
- we should give consideration to new different ways of building homes to drive down the costs of construction and make them more affordable.

have space in our homes to enable home working; and also to ensure that there is sufficient space and access to support wellbeing and access to light, air and nature.

The Minister is of the view that the improvement of standards in existing housing stock can be improved through the adoption of appropriate regulation.

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| <ul style="list-style-type: none">• offer alternatives routes to development outside of the typical commercial route and empower people to form co-operatives to develop affordable housing.• it is imperative that any shared equity schemes or affordable housing schemes are ring-fenced.• how much housing will we need to build in order to drive down the costs so that people can afford it? | |
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Creating sustainable communities

What are the most important factors in ensuring further housing development – particularly in St Helier – creates places that promote the health and wellbeing of residents, and sustainable communities?

In considering this issue, members raised a range of issues, including those of a strategic nature – such as how the plan might respond to the needs of sectors of the community, such as children; to more specific concerns, such as the need to better enable the provision of allotments.

There was a general concern that the delivery of homes had not been accompanied by the necessary investment and delivery of the necessary public infrastructure to best support communities across the island.

Issue: the voice of children and planning for them

Minister's comment:

- what priority is the Minister giving to making sure the voice of children is heard in the new Island Plan?
- we need to make sure the Island Plan is compliant with the United Convention on the Rights of Children (U.N.C.R.C.).
- there is an urgent need for youth facilities in the north of St. Helier: the new Island Plan needs to make provision for this to ensure that it is delivered.
- concern about the lack of connectivity to schools and open spaces for children resulting from the high level of apartments getting approval in St. Helier.
- nature deficit disorder can have an impact on children's wellbeing. Children need access to open space and nature to grow and learn successfully

Ratification to the United Nations Convention on the Rights of the Child (UNCRC) was extended to Jersey in 2014 and the Minister will ensure that the plan is prepared in accord with the island's obligations in this respect.

Similarly, putting children first is a key priority for the Council of Ministers and the plan will respond to this as a key policy objective. In particular, it will seek to ensure that provision is made for the community infrastructure that is necessary for children's safe growth and development.

Issue: green space and sports provision	Minister's comment:
<ul style="list-style-type: none"> • a balance is needed between density and liveability in the green and urban environment of St. Helier. • the new Island Plan should introduce a set of standards to ensure appropriate open space provision: such standards are used elsewhere and can be adapted to St Helier. • Consideration should be given to both the amount of and access to public open space, but there should also be a requirement to ensure that private amenity spaces – on balconies, roofs, and in gardens – are an key element of new residential development • it is not just about provision of new open space, but also about using existing space in a better way; and providing access to open space and countryside that is around St Helier • the issue of the provision of and access to open space is not taken seriously especially in St. Helier. • there is considerable value in urban agriculture and many; health benefits of urban green spaces for children, social and economic sustainability. We need to make better provision for this. • we need to better recognise the ecological benefits from urban green spaces - such as noise and pollution reduction, climate regulation and quality of life improvements for town residents through better social interaction and working environments – and make better provision for it. • the new Island Plan should be evidence based and have regard to the emerging Sports Strategy to ensure that this essential element of community infrastructure can be planned for and provision made. 	<p>The significance of the provision of and community access to green open space is recognised but has been highlighted by the pandemic. It is evident to see the general community benefits of, for example, the provision of the Millennium Town Park, which has provided a vital community resource in a part of St Helier where the provision of access to green open space was previously deficient.</p> <p>The current Island Plan seeks to identify and protect existing open spaces. As part of the IPR, work will need to be undertaken to ensure that those existing spaces can continue to be protected but attention given as to how open space provision might be enhanced - in terms of quality, quantity and access - particularly in those urban areas where provision is more limited. This includes consideration and review of the use of the public realm – including our network of roads and streets – and seeking to make them more pleasant places.</p> <p>New supplementary planning guidance on the design of new homes will address issues of space standards for housing and include reference to the need for private amenity space as an integral element of new dwellings.</p> <p>The protection, provision and enhancement of sports facilities is critical to people's mental and physical wellbeing; and the Minister will be pleased to receive details of the work that is being undertaken to develop a Sports Strategy for the island in order to consider both short-and longer-term provision.</p>

Issue: allotments	Minister's comment:
<ul style="list-style-type: none"> • we should consider how we can provide more as they are really important to island life. The test of not being on 'prime agricultural land' may require review is this objective is to be more successfully achieved. • the clearance and re-use of derelict or vacant glasshouse sites might provide an opportunity to help meet the community aspiration to provide more allotments. 	<p>The significance of the provision of and community access to open space has been highlighted by the pandemic. Allotments can provide numerous benefits and the existing policy regime for their provision will be reviewed as an integral part of the IPR.</p>
Issue: schools	Minister's comment:
<ul style="list-style-type: none"> • schools play a vital role in the life of communities above and beyond the provision of education for our children and there is a need to ensure that they are retained and remain viable in our rural parishes • more schools will be needed in response to a growing population. • when considering schools in the future there will need to be careful consideration of the impact of increased traffic and the needs of parishioners and all islanders. 	<p>As part of the Island Plan Review work is being undertaken to assess the need for all types of infrastructure to meet the island's needs now and over a longer 15-year time frame, including schools.</p> <p>The bridging Island Plan will need to make provision, where required, for longer-term strategic considerations and provide a decision-making framework for those that need to come forward for a planning decision during the shorter-term bridging Island Plan period.</p>

Issue: use of States sites	Minister's comment:
<p>The use of public land can be important in helping to meet a variety of community needs. Members commented specifically in relation to two sites, as follows:</p> <ul style="list-style-type: none"> • South Hill should be redeveloped with a hotel rather than luxury apartments. • Former Les Quennevais School: this provides an opportunity to be really innovative and not just fill it with housing: it could become the parish administrative office to free up the parish hall for some other use. 	<p>The potential release of these sites, and other Sates-owned land, is being considered as part of the Public Estates Strategy and, in each case, their potential redevelopment and change of use will need to be considered relative to the island's and local community needs at the time.</p> <p>It is likely that all such public sites – including these, and others - will be the subject of supplementary planning guidance, adopted and issued by the Minister for the Environment after public consultation, to guide the use and future development of these sites.</p>
Issue: a site for Our Hospital	Minister's comment:
<p>The new Island Plan will need to make provision for a new hospital as a key part of the infrastructure that is necessary to meet the community's needs. Members offered a range of comments in relation to the current status of the Our Hospital site selection process, which has now narrowed the potential range of site options to five sites:</p> <ul style="list-style-type: none"> • shocked that of the five sites selected for the new hospital three of them include parks or green space: these hospital site options contradict everything we are saying about the need for green space in town. • it cannot be appropriate that an open space site is considered for the new hospital. • a mental health facility in the hospital is a must. • we need to start putting people's mental health and quality of lives at the centre of the next Island Plan. 	<p>The Minister for the Environment has already issued supplementary planning guidance to identify and help guide the hospital site selection and subsequent planning application processes by setting out the most relevant considerations. The guidance includes reference to the need to ensure a clear and appropriate clinical specification for the provision of new health facilities.</p> <p>The need for a new hospital is clearly evidenced and the new Island Plan will need to make provision for this essential element of community infrastructure either by way of a site-specific allocation; or a facilitating policy. This will be informed by the Our Hospital workstream that is progressing in parallel with the Island Plan Review.</p>

Issue: planning obligations and an infrastructure levy	Minister's comment:
<p>In commenting upon the need for infrastructure to be provided to help ensure the sustainability of communities across the island, some members also touched on the potential mechanisms as to how it might be paid for and actually delivered.</p> <ul style="list-style-type: none"> • we need to consider the use of Planning Obligation Agreements (POA's) to deliver additional infrastructure needs. • think about the approach to taxation - capital gains tax/development levy etc. • infrastructure levy - the benefits of the levy are that we can take money from developments in the countryside and use the money for community projects in St. Helier. 	<p>Planning obligations are already used to help deliver infrastructure where a development could not reasonably proceed without it; however, the Minister considers that this tool could have wider use to help deliver wider planning gain to help mitigate the impact of development on local communities.</p> <p>The Minister for the Environment will seek to explore the potential introduction of some form of development levy to help meet community needs as an integral part of the Island Plan Review.</p>

Protecting the marine, natural and historic environment

What are the key planning issues for the island's marine, natural and historic environments and how should the new Island Plan respond to them?

Along with commentary about having regard to specific aspects of Jersey's cultural identity – perhaps most visibly manifest in its landscapes, seascapes and historic buildings and places – members also offered comment on wider issues of art and culture.

Issue: Jersey culture

Minister's comment:

The Island Plan should seek to support proposals which enhance the island's artistic and cultural life. What is the island's ambition for culture: what about the provision of a national gallery?

The Island Plan plays an important role in seeking to protect and enhance the island's identity and culture: this ranges from the protection of the landscapes, seascapes, buildings and places that help to provide Jersey with a distinct character and identity; seeking to ensure that new development is distinct to and reflective of our island identity; along with seeking to ensure that the planning system can help to maintain and enhance facilities for art and culture in the island.

Issue: managing change in the historic environment and Conservation Areas

Minister's comment:

Members expressed views about the management of change in the historic environment and the introduction of Conservation Areas.

- we need to bring in conservation status for areas of the island particularly for St. Helier as we are losing too much character and too many important listed buildings.
- hope that areas identified by the National Trust and Société in St. Helier will feed into the Island Plan.
- we need to boost the size of the Historic Environment Department.

Work to amend the Planning and Building Law to enable the designation of Conservation Areas in the island is underway.

As part of the Island Plan Review, work is being undertaken to assess the performance and appropriateness of the island's historic environment regime, including legislation, policy and guidance. This work will also consider the level of resource that is available to support the historic environment function in government.

Historic windows are important features of historic buildings and contribute significantly to their character. The existing policy regime which affords protection for historic windows will be

<ul style="list-style-type: none"> • we have a plan to reach carbon neutrality by 2030 and we also have 3,000 heritage properties which are not allowed double-glazing. Can I ask that we consider having double glazing in historic buildings for reasons of improved energy-efficiency? • consider the use of public money for investment into historic buildings (grants). 	<p>reviewed as part of the Island Plan Review, but it is relevant to note that guidance already exists to set out those circumstances where the use of double-glazing in historic buildings may be permissible (see: https://www.gov.je/PlanningBuilding/LawsRegs/SPG/AdviceNotes/Pages/Protection-of-historic-windows-and-doors-(planning-advice-note).aspx).</p>
<p>Issue: Marine Park</p>	<p>Minister's comment:</p>
<ul style="list-style-type: none"> • an aspiration for a marine park was expressed on the basis that there is considered to be great potential to include this in the Island Plan as this could have great benefits for high-end eco-tourism; for fish stocks and overall carbon neutrality. It could also represent a new beginning for Jersey's inshore fishing fleet and provide protected areas within our territorial waters. • need to be able to create facilities for fishermen as they modernise their industry. 	<p>Whilst the Minister for the Environment wishes to ensure that the Island Plan Review affords an opportunity to review and develop a richer planning policy regime for the island's marine environment, out to the limit of Jersey's territorial waters, it is important to recognise that the Island Plan is a development plan, prepared under the Planning and Building Law, which seeks to provide a planning policy regime for the regulation of development only: it cannot and should not provide a policy regime for other activities – such as the regulation of fishing activity – where this is regulated under other, separate legislation and policy tools. In this respect, therefore, the Island Plan Review will not lead to a proposal which includes the regulation or management of fisheries.</p> <p>The IPR does, however, provide opportunity to consider how we might identify and best manage and protect marine biodiversity and seascape character from the impact of potential development in the marine environment, which might include renewable energy; undersea cable; and coastal defence proposals.</p> <p>The need to consider the development needs of the island's fishing industry is acknowledged and will be considered as part of the review.</p>

Issue: additional protection for the coast and countryside	Minister's comment:
<p>Some members expressed a view that certain parts of the island's coast and countryside warranted further protection, including:</p> <ul style="list-style-type: none"> • we do need to designate certain parts of the island (such as Waterworks Valley) in a way that provides a greater degree of protection from development that is stronger than the green zone. • very keen to add an extra layer of protection and classification via the Island Plan to St. Brelade's Bay: this area is under considerable development pressure with adverse consequences for its character and skyline. 	<p>The spatial extent and the policy provisions of both the Coastal National Park and the green zone will be reviewed as a key part of the Island Plan Review. Work has been undertaken to revise the Countryside Character Appraisal which underpins much of the planning policy for the coast and the countryside: this will be replaced by the Jersey Integrated Landscape and Seascape Character Appraisal which will ensure that the special qualities of the island's terrestrial, intertidal and marine environments are understood and appropriately protected. This will include consideration of the policy regime that should apply in areas such as the island's inland valleys.</p> <p>Work has also been specifically commissioned to review the Coastal National Park boundary in partnership with Jersey National Park.</p> <p>To ensure that the qualities of St Brelade's Bay are understood; and to inform the development of a revised planning policy regime for the bay, a specific character appraisal is being undertaken here as part of the IPR.</p> <p>It is also my intention to review the policy regime for biodiversity to ensure that its inherent value; and the wider benefit of people's access to nature is safeguarded and promoted in this plan.</p>
Issue: trees and open spaces	Minister's comment:
<ul style="list-style-type: none"> • there is increasing recognition that trees offer a range of benefits related to personal mental and physical wellbeing; but also serve to help combat the effects of climate change; and can also help 	<p>The importance of trees and woodlands for many aspects of island life, including people's health and wellbeing, is increasingly recognised.</p>

<p>improve air quality. Because of this we need more trees, particularly in our urban and suburban areas.</p> <ul style="list-style-type: none">• what is the Minister going to do to protect existing woodland and trees? We need to provide more protection for trees: are Tree Protection Orders (TPO's) being used effectively enough?• need green spaces for parish populations to create a new woodland area.	<p>The Minister is acutely aware that more work is required both to make better use of existing provisions; and for the development of new tools to better protect trees and woodland. Work is underway to enhance legislative provision to do this.</p>
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Safeguarding economic recovery

What objectives should the Island Plan adopt to help the different sectors of economic activity – finance and associated services; retail and tourism and hospitality – respond to the effects of the pandemic?

What land use changes in St Helier might assist economic recovery over the short- and longer-terms?

As well as commenting about the potential response of the Island Plan to the impacts of the pandemic, members also sought to highlight the need for the plan to ensure appropriate provision of infrastructure, and the use of key strategic assets, such as the port and La Collette, to help meet the island's needs over the longer term..

Issue: economic recovery and retailing

- we need to safe-guard the economic recovery: ease of change of use; revisit the retail-heart; protecting the core area is very important.

Minister's comment:

As part of the Island Plan Review work is being undertaken to assess the efficiency and effectiveness of planning policy which seeks to protect and enhance the retail vitality of St Helier to ensure that it can appropriately respond to both the pandemic and the changing patterns of retailing

Issue: waste and water strategy

- it is important for the long-term vision of the island that we work with the ports; to focus on waste strategy, longevity of the energy-from-waste plant and looking at inert waste
- we need to ensure that we do not avoid making decisions about longer-term infrastructure provision, particularly as, in the case of water supplies, it took 20 years to deliver another reservoir in the island. This Island Plan needs to address issues of long-term water supply and make some fundamental decisions about how this is best met. The use of La Gigoulande Quarry for water storage, for example, is an idea that has to be addressed.

Minister's comment:

As part of the Island Plan Review work is being undertaken to assess the need for all types of infrastructure to meet the island's needs now and over a longer 15-year time frame, including the management of the island's waste; and the provision of an adequate supply of drinking water.

The bridging Island Plan will need to make provision, where required, for longer-term strategic considerations and provide a decision-making framework for those that need to come forward for a planning decision during the shorter-term bridging Island Plan period.

<ul style="list-style-type: none"> • there is a need to address issues of water consumption as part of a water strategy. What we need is two types of water systems on new developments - one for drinking and one for non-drinking use to reduce water wastage and reduce our requirements for potable water storage. 	
<p>Issue: La Collette</p>	<p>Minister's comment:</p>
<ul style="list-style-type: none"> • the fuel farm at La Collette needs to be relocated so that the land can be used for housing development. • in two years, the site at La Collette will be full, and Jersey will have to seek alternative sites. 	<p>The focus of the bridging Island Plan will be to provide land and development proposals over the near-term; but the plan will also need to consider opportunities in the future that will help meet the island's development needs, and this may include the use of sites such as La Collette or the possibility of other land reclamation.</p> <p>The need to secure options for the disposal of the island's inert waste stream in the immediate future is acknowledged and work is being undertaken, as an integral part of this Island Plan Review, to do that: proposals to address this will need to part of the bridging Island Plan.</p>
<p>Issue: St Helier Harbour</p>	<p>Minister's comment:</p>
<ul style="list-style-type: none"> • St Helier Harbour should be extended to allow cruise ships to visit and the area developed into a tourist attraction. 	<p>Ports of Jersey have developed a masterplan for the future development of St Helier Harbour in order that its operational viability can be sustained: this, and proposals which might emerge from it, will given due and appropriate consideration as an integral part of the Island Plan Review.</p>

Issue: mains drains and water use	Minister's comment:
<ul style="list-style-type: none"> • we have to think of the whole island and not just St. Helier in terms of infrastructure needs. We should aim to connect all homes to mains drains: currently 92% of homes on the island are on mains drains. • additional infrastructure would be needed to support new development such as mains drainage and mains water supply; safe cycle routes and pedestrian paths 	<p>As part of the Island Plan Review work is ongoing to ascertain the need for infrastructure both in order to sustain existing community needs, but also to ensure that capacity exists to meet future demand: this will serve to inform the location of new development across the island.</p> <p>The need to sustainably manage the island's limited water resources will become an increasing challenge when set against the changing climate and the planning system will seek to ensure that development makes best use of scarce resources. This is, however, likely to be an issue to be addressed by changes to building byelaws.</p>

Use of road space

To what extent should the Island Plan seek to consider the potential re-allocation of road space to giving pedestrians, cyclists and buses more priority?

Issue: sustainable transport	Minister's comment:
<ul style="list-style-type: none">• brave decisions need to be made in St. Helier to allow people to move around safely and live more healthy lives by reducing traffic levels in town.• prioritise walking and cycling to protect and improve the amenities in town and encourage more people to live in town.• additional infrastructure would be needed to support new development such as mains drainage and mains water supply; safe cycle routes and pedestrian paths• it is important that the Island Plan is developed in co-ordination with the Carbon Neutral Strategy and the Sustainable Transport Strategy so that is not decoupled from these strategies.• we have spent 50 years building our society around the car and we now need to spend the next 30 or 50 years doing the opposite. We need to build our infrastructure around pedestrians and bicycles - congratulate the company running EVie bike and cars.• would like to improve bus links to the north of the island.	<p>The planning system and the Island Plan is a key tool to help deliver other governmental objectives, not least those established and set by the Sustainable Transport Policy and the Carbon Neutral Strategy. The Minister for the Environment will seek to ensure that an integrated approach is adopted and that the new Island Plan serves to make a positive contribution to the delivery of outcomes that assist in this respect.</p> <p>The spatial strategy of the new Island Plan, which will define where new development is located and will influence decisions about people's travel choices, will have a major influence on the extent to which the Island Plan is able to facilitate active travel and help reduce carbon emissions, promoting more sustainable communities where people can readily access school, work, shops and other services.</p> <p>A key part of the new Island Plan will be to set out a new plan for St Helier, including the establishment of a new public realm and movement strategy for the town.</p>
Issue: road surfacing/highways	Minister's comment:
<p>The planning system should seek to ensure that the character of historic buildings and areas is protected, including the management of the public realm. This is particularly an issue where works within the highway for road safety and traffic-calming can have an adverse</p>	<p>The Minister for the Environment is keen to ensure that the new Island Plan has a much greater focus on placemaking and the creation of a better-quality environment for communities across the island.</p>

impact on the character and setting historic buildings and places, such as parish churches.

The need for planning permission is determined by secondary legislation (not the Island Plan) and work undertaken by statutory authorities within the highway is not currently regulated. Any change to this provision would need to be made through an amendment of the General Development Order.

The introduction and designation of a Conservation Area would serve to remove permitted development rights from within any parts of the public highway that are embraced by the designation and this would enable change within the public realm to be regulated. The Minister for the Environment is seeking to amend the primary law to enable the designation of Conservation Areas: this is currently being progressed as an amendment to the Planning and Building Law.