



# St Helier Boat Owners Association

## Draft Island Plan Review

We write to make the case for more attention to be given to Marine Leisure in the Plan. Marine Leisure makes a number of contributions to Island life and the economy, for example:-

- It is an important leisure activity for thousands of islanders, young and old, the rich and the less well off.
- It benefits tourism by attracting numbers of generally affluent visitors, whose spending power makes a significant contribution to the retail economy – shops and restaurants - and to Jersey Harbours revenue.
- It supports a range of businesses including marine engineers, fuel suppliers, chandlers, boat sales and insurance brokers.
- It provides enhancement to the land value of areas surrounding marinas and old harbours.

With proper planning, we believe that there is the potential for significant growth in marine leisure and associated industries. We are therefore disappointed at the rather cursory, fragmented and apparently contradictory treatment included in the Plan. Specifically, we refer to:-

Marine Zone, page 92, 2.52 - *“To ensure its sustainable management and use, development in the Marine Zone including, for example marinas ... will not be permitted.”* Since any marina development inevitably has to be within the Marine Zone as defined, we strongly oppose this constraint and submit that the criteria in the third paragraph of Policy NE 5 are too prescriptive and subjective and will potentially prevent any expansion of marine leisure in the Island.

Page 339, 8.159 - *“...marine leisure activities, including the provision of marina facilities, are considered elsewhere in the Plan”*. In fact there is no other mention, never mind consideration, of the provision of marina facilities in the Plan. We are given to understand that this omission is because a Masterplan for the 'East of Albert' area is awaited, but surely a masterplan should fit within the constraints of the Island Plan, not the other way round.

This leads us to Regeneration Zones, Pages 154-156 and Proposal 11 – Here St Helier's leisure moorings are split between two regeneration zones and the Waterfront zone, with the potential for different outcomes impacting on the boating fraternity. We understand the purpose of these zones, the redevelopment potential and the issues set out in the Plan, however little account has been taken of the land based infrastructure necessary to support the marine leisure activities, which provide the enhanced land values to the regeneration zones. This includes parking for users and marine traders, facilities blocks, access to slipways, boat lift out hoists, a secure and environmentally controlled boat park, chandlers, engineering sheds, marina offices, etc. Much of this infrastructure must be in close proximity to the waterside and, importantly, cannot be expected to provide the level of returns that might be expected from the development of luxury flats or restaurants.

It is therefore imperative that sufficient areas of land around the harbours and marinas are zoned appropriately, so as to retain for Jersey Harbours the scope and flexibility to serve both existing drying harbours and marinas and any future expansion thereof. In making this point, we wish to avoid the serious planning mistakes that continue to mar Elizabeth Marina, where all the surrounding land was handed over to WEB and subsequent planning consents have taken little or no account of land based marina infrastructure requirements.

In summary, we submit that the Island Plan should include a coordinated approach to all aspects of the marine leisure industry and provide scope for its development during the plan period.

P G Donne Davis  
Hon. Secretary  
19/3/10