

**REPLY BY THE PRESIDENT OF THE COMMITTEE *FOR THE*  
ENVIRONMENT & INFRASTRUCTURE  
TO QUESTIONS ASKED PURSUANT TO RULE 14 OF THE  
RULES OF PROCEDURE BY DEPUTY CARL MEERVELD**

**Question 1**

What elements of the Island Infrastructure Plan (IIP) have been completed and when?

**Answer**

At this stage the Committee has not been allocated any resources to progress a plan for long- term infrastructure investment as identified in the Policy and Resource Plan and consequently work on this priority has not been able to commence.

As part of the 2019 budget process the Committee *for the* Environment & Infrastructure requested a sum of £200k over a two-year period to support development of a Long-Term Infrastructure Investment Plan. This specific request was not approved within the 2019 Budget. However the States agreed to an increase in the number of policy officers to '*enhance policy work across the States*' in order to support policy development on a prioritised basis. The Policy & Resources Committee has been approached to provide assistance to progress this important workstream.

**Question 2**

What elements of the Island Infrastructure Plan are currently being developed and when will they be completed?

**Answer**

There has been some preliminary work with the limited resources available to start to scope the content and purpose of the Long- Term Infrastructure Investment Plan. Until such time as dedicated resources have been allocated by the Policy & Resources Committee progress in producing a detailed project plan with milestones will be limited.

**Question 3**

What elements of the Island Infrastructure Plan have not yet been initiated or do not have a defined completion date?

**Answer**

I refer you to the answer to question 2.

#### **Question 4**

What research has been done since 2012 on the cumulative impact of Development on Infrastructure and what were its findings (please, supply copies)?

#### **Answer**

The Committee is unaware of specific research completed on the cumulative impact of development on infrastructure across the island. The Committee is aware that research and consultation about the potential cumulative impacts of some forms of development in some locations was considered as part of the IDP process but this falls within the mandate of the Development & Planning Authority.

#### **Question 5**

While developing the Strategic Land use Plan what research on the cumulative impact of Development on Infrastructure was undertaken (please, supply copies)?

#### **Answer**

The Strategic Land Use Plan was developed following an extensive two year public consultation and research through 'Guernsey Tomorrow'. Over 1000 people and more than 100 organisations took part. This consultation was designed to engage a broad cross-section of Island residents and enable them to have a say about how the Island should develop in the future.

The community engagement led to the identification of headline issues by the public and stakeholders themselves. The results of the community engagement were taken, along with technical evidence and findings and the States priorities to help form strategic policies. This process identified nine desired outcomes that the SLUP should aim to achieve and three ways of using land (spatial options) to achieve them.

The three spatial options were:-

- Urban concentration – development primarily in St Peter Port and St Sampson only
- Community focus – Allowing development around parish or village centres as well as the main centres
- Service/impact based dispersal – development anywhere on the island where there are sufficient mains services and limited impact

The nine outcomes and three options for the spatial strategy were considered by States' Members through a series of meetings. The Community focus option was the States' Members agreed approach which then gave direction to the policies in the SLUP. The SLUP was approved by the States in November 2011 with only one States' Member voting against.

The current spatial strategy, expressed in the SLUP, continues the principles of an urban/rural split, with development focused on defined urban areas, which has been in place since 1989 and has been effective in securing sustainable development on an island with a valuable but finite land resource. It focuses investment by directing

policies to have a flexible approach to development in Main Centres. This has many advantages including maximising economic potential, particularly areas such as the Harbour Action Areas and the Regeneration Areas, which can be the catalyst for delivering significant social, environmental and economic development and enhancement. It also allows for development in identified local centres where this supports them as sustainable centres and contributes to community growth.

The focussed approach of the spatial strategy ensures a critical mass of population and uses in Main Centres which supports the viability of retail and other businesses, the office economy, tourism, transport hubs and links (public bus services from The Bridge to Town and vice-versa at peak times have increased by as much as 50% between 2010 and 2018) as well as the residential population. Proximity to facilities and services, housing, workplaces, and shops facilitates accessibility and potentially reduces car dependency by reducing the need to travel, improving air quality and reducing greenhouse gas emissions. This co-location also allows cross subsidy and investment. The focused concentration of development means that, in general terms, the provision of infrastructure to service development is much more efficient and effective because it is focused in concentrated hubs rather than provided over large areas and remote locations.

The spatial strategy also constrains development Outside of the Centres and is the policy mechanism which ensures the principle of safeguarding important open countryside, agricultural land, coastal areas and areas of biodiversity. It also ensures land is available for the rural economy and allows for leisure and recreation for the wellbeing of all islanders, including those residing in Main Centres, by encouraging the development of sites in urban areas and identified local centres.

Working towards achieving ‘a safe, secure and accessible environment for all’ is a key outcome for the SLUP which clearly recognises that the historic form of the public road network constrains the scope of potential highway improvements on the island. Instead the SLUP sets out a package of policy measures that focus on ‘the creation of compact, walkable communities centred on a high quality public transport system [that] can make it possible to live a higher quality life without complete dependence on the motor car.’ The SLUP seeks measures ‘to provide improved and attractive infrastructure facilities for public transport, walking and cycling’ and to ‘ensure strategically important routes are maintained’.

### **Question 6**

When developing the Island Development Plan what research on cumulative impact of Development on infrastructure was undertaken (please, supply copies)?

### **Answer**

The Committee *for the* Environment & Infrastructure was not responsible for developing the Island Development Plan. Questions on this topic should be directed to the Development & Planning Authority.

### **Question 7**

Going forwards, how does your Committee intend assessing and mitigating the potential cumulative impact of Development on Infrastructure?

**Answer**

With respect to the real estate development Traffic & Highway Services will continue to provide advice on Traffic Impact Assessments for future proposed developments and these will be based on a holistic view of the local area and relevant road infrastructure. Applications, either individually or separately, may allow road infrastructure improvements in certain circumstances such as junction widening and improvements to visibility. At the same time Agriculture, Countryside & Land Management will provide advice on the environmental impacts where appropriate.

However it is widely recognised and accepted that the capacity of the existing highways infrastructure is finite and there are limited opportunities for physical extensions to the network given the nature of island's roads and spatial constraints. The Committee firmly maintains that the best way of mitigating the impact of real estate development is through initiatives within the Integrated Transport Strategy. The Committee will be bringing forward a Policy Letter early in the new year reviewing Integrated Transport Strategy progress so far and setting out a direction for the future. The Committee looks forward to working with colleagues to develop ways of mitigating the potential cumulative impact of real estate development on the island's road infrastructure.

**Question 8**

Does your Committee intend to produce an overarching infrastructure plan as was envisaged in the Island Infrastructure Plan and, if so, what are the deliverables and when will it be completed?

**Answer**

Although there was an intention in the former States Strategic Plan to produce an Island Infrastructure Plan the States has never approved one. The Committee will be taking a fresh approach to producing a Long- Term Infrastructure Investment Plan as set out in the Policy & Resource Plan. As described above, this requires the allocation of resources to undertake this work and is dependent upon the Policy & Resources Committee providing the support required. The Committee would like to take the opportunity to re-iterate that, in accordance with the Policy & Resource Plan, the focus of the Long- Term Infrastructure Investment Plan will be the identification, co-ordination and prioritisation of the infrastructure required to deliver the States priorities as set out in the Policy and Resource Plan. It will outline the scale of resources and long-term investment needed for delivery as well as identifying opportunities for co-ordination of strategies, operational efficiencies and on-going maintenance. Its focus will not therefore be the road network. As stated in the June 2018 Billet d'état XV "This area of policy development directly delivers the P&R Plan priority, Long-term Infrastructure Investment Plan, but also depending on the scope of the Plan, will have involvement with the priorities of Air and Sea Links infrastructure, Harbour Area Redevelopment, Energy, Economic Development,

Digital Connectivity, International Standards Policy (in relation to Alderney Break water).”

**Date of Receipt of the Question:** 23 November 2018

**Date of Reply:** 12 December 2018