

THE STATES OF DELIBERATION
of the
ISLAND OF GUERNSEY

REQUÊTE

ST PETER PORT HARBOUR DEVELOPMENT

THE HUMBLE PETITION of the undersigned Members of the States of Deliberation SHEWETH THAT:

1. The States' Trading Supervisory Board ("STSB") has responsibility for, inter alia, the operation of Guernsey's Harbours and it is also the Waste Disposal Authority for Guernsey.
2. On 14th December 2017, STSB and the Committee *for* the Environment & Infrastructure brought a joint policy letter to the States, setting out proposals for the future management of inert waste. The policy letter outlined proposals for future inert waste disposal, once the current Longue Hougue site is full. The policy letter identified which of certain shortlisted sites the STSB and the Committee *for* the Environment & Infrastructure recommended as the preferred way forward. The recommended site was an extension to the current land reclamation site at Longue Hougue. It was proposed to proceed with the design and approval stage, beginning with a more detailed Environmental Impact Assessment (EIA).
3. Following a successful amendment, brought by Deputies Yerby and Merrett, your petitioners note that STSB was directed to choose a second option from the shortlist, to undergo further detailed evaluation alongside an extension to the Longue Hougue site. The cost for the additional EIA was estimated at around £200,000, and the Policy & Resources Committee was given delegated authority to approve that funding. The STSB and the Committee *for* the Environment & Infrastructure subsequently applied for funding to carry out a detailed EIA on two former quarries, L'Epine and Guillotin, but the Policy & Resources Committee, in exercising its delegated authority, declined that request. Your petitioners note that this meant that the Longue Hougue site remained as the preferred option.
4. On Wednesday 24th October 2018, the President of STSB, in a speech to the Assembly noted that, as the Longue Hougue site was the remaining preferred option, "we are progressing the analysis and design stage, including a detailed EIA, on Longue Hougue South, and only Longue Hougue South. That work is expected to take around two years to complete, at a cost of up to £1.1 million, as set out in the December policy letter".
5. Your petitioners note that the Ports Master Plan (2013) identified the need for an extension to the Restricted Zone (RZ) at the St Peter Port Harbour, as well as some issues with security, and referred to an extension of St Peter Port Harbour as one of the concept options to potentially explore further.

6. Your petitioners further note that in the STSB President's speech to the Assembly in October 2018, it was acknowledged that an area to the east of the QE2 marina was an option included for the recovery or disposal of inert waste during "the first assessment phase" but that "based on various criteria, it was felt to be inferior to the preferred option of extending the Longue Hougue site".
7. Your petitioners note that the President went on to say "that evaluation was, rightly, based on its suitability as an inert waste site. That is not to say that a development at the harbour has no merit. It may actually be of considerable, lasting value, both in terms of harbour operations and in the general enhancement of the seafront area....Any such development at St Peter Port Harbour should therefore be considered on its own merits and in a wider concept, rather than simply as an inert waste site. That does not in any way preclude the potential use of inert waste if we did decide to reclaim land in that location. It is... more appropriate for the Seafront Enhancement Area ('SEA') Group to take that particular idea forward."
8. Your petitioners note that whilst the SEA Group subsequently issued a press release which stated it wished to "improve the viability of town and St Peter Port Harbour to support, grow and diversify the economy and the island's overall economic performance" no progress to date has been made on exploring any options for developing St Peter Port Harbour along the lines of the concept noted in the Ports Master Plan in 2013, or as alluded to in the President of STSB's speech.
9. In summary, your petitioners consider that, given the President of STSB's recognition that a development of St Peter Port Harbour may have considerable, lasting value; that the SEA is currently focused on opportunities to breathe new life into the town seafront; and that the 2013 Ports Master Plan has already provided a detailed investigation of what that redevelopment should involve regarding the Harbour, there is clear strategic merit to developing the Harbour, which would achieve a number of important States goals.
10. Your petitioners note that there are no strategic initiatives in place to operationally develop St Peter Port Harbour. This means that the development can take place over a longer period (for example 20 to 25 years) without impeding the normal workings of the Harbour. Your petitioners consider that this makes a development of this nature an ideal candidate for gradual construction using the island's inert waste.
11. In contrast, disposing inert waste at the Longue Hougue South site is of limited strategic value to the States or the Island economy. There is no obvious strategic use for the end product (further reclaimed land at Longue Hougue) whereas there are many strategic advantages to the redevelopment of St Peter Port Harbour. Such strategic advantages would exist even if only the first phase of the Harbour redevelopment (the four-year infill project described at paragraph 1(a) of the Prayer) were pursued using inert waste, and other options for inert waste disposal were preferred thereafter.

12. The preferred option for inert waste disposal, once the current reclamation site is full, should therefore be prioritised towards the redevelopment of St Peter Port Harbour. Besides achieving many strategic objectives of the States, this approach will provide Guernsey with some strategically important infrastructure for the future, in a way that the Longue Hougue South site never can.
13. The opportunity value for the development of St Peter Port and its harbour in terms of extra space would be 70,000 square metres of valuable land for the Seafront Enhancement Group, the Harbour Master and the States of Guernsey.
14. In accordance with Rule 4(3) of the Rules of Procedure of the States of Deliberation (that "every proposition laid before the States which has financial implications [...] shall include or have appended to it [...] an estimate of the financial implications to the States of carrying the proposal into effect") your petitioners note the following:

- (a) **Costs** – The overall costs of delivering an inert waste solution at St Peter Port Harbour are expected to be comparable to those of delivering such a solution at Longue Hougue South, over a similar timeframe. The proposals have not yet been worked up in sufficient detail to allow a more precise estimate of costs, but initial conversations with officers of STSB have not suggested any concern that this might be a more expensive long-term solution for waste disposal than that proposed at Longue Hougue South.

Some additional costs may be incurred during the design stage of the work (such as for conducting an EIA or other relevant research). The States has already agreed in principle that investigation of a second site (including an EIA) should take place, through the Merrett-Yerby amendment on Inert Waste, and the Policy & Resources Committee has been given the delegated authority to approve such funding.

- (b) **Income** – Based on advice from STSB officers, the inert waste disposal capacity for the first phase of the proposed Harbour development (as described below) is estimated at 230,000 m³ and the third phase at 350,000 m³. Assuming that 1m³ of inert waste weighs approximately 1.8 tonne, and the gate fee for inert waste disposal is £25 per tonne, the likely income from this site is estimated at £10.35m for Phase 1 and £15.75m for Phase 3.

- (c) **Funding Sources** – If the States' preferred option is the redevelopment of St Peter Port Harbour, it is assumed that the budget which would have been allocated to the development of Longue Hougue South as an inert waste disposal site will instead simply be reallocated to the Harbour development. However, your petitioners note the QEII Marina has been arguably the most successful infrastructure project undertaken by our community in modern times, and demonstrates the potential for marine projects such as this to deliver a financial return. The States could therefore consider, in due course, whether it is

appropriate for this project to be funded in part from sources which require a return (which may or may not include the States' bond issue).

THESE PREMISES CONSIDERED, YOUR PETITIONERS humbly pray that the States may be pleased to resolve:

1. To agree in principle that, in place of the proposed extension and development of the Longue Hougue South site, the preferred option for the disposal of inert waste (once the current Reclamation Site has reached full capacity) should be a redevelopment of St Peter Port Harbour in phases, which **may** include:

- (a) Phase 1: For a period of approximately four years, the creation of an initial bunded area and infill, to create an anchor point for a potential jetty (Phase 2) of up to 160 metres (or such other length or depth as STSB and the Harbour Master **could** consider to be a useful size); and
- (b) Phase 3: To consider an extended inert waste facility subject to the further consultation and investigation proposed in Propositions 3 and 4, over an estimated period of around 10-15 years;

With such adjustments to this design as may be considered appropriate further to the research and consultation proposed in Propositions 3 and 4 below;

2. To note that such a development remains consistent with the States' strategy for inert waste, which "includes provision of future on-island facilities for residual inert waste, through means of either **on-island coastal land reclamation** or quarry infill", that it reflects the objectives of the 2013 Ports Master Plan, and that it could enhance significantly the work of the Seafront Enhancement Area ('SEA') Group;
3. To direct the States Trading Supervisory Board ('STSB') to develop detailed plans for a phased development of the St Peter Port Harbour using the Island's inert waste, as set out in Proposition 1, exploring in particular:
 - (a) The creation of a jetty of 160 metres (or such other length or depth as STSB and the Harbour Master may judge to be useful) and any strategic advantages this might create for Guernsey, including opportunities to reorganise the existing Harbour site, e.g. by moving the ro-ro ramps to the new jetty;
 - (b) The creation of an extended Restricted Zone at the Harbour and its uses;
 - (c) Significant opportunities to improve current freight and security issues;
 - (d) Extensive opportunities to improve general harbour operations;
 - (e) Practical opportunities to improve accessibility in and around the Harbour; and
 - (f) Genuine opportunities to use areas in and around the Harbour differently, to the benefit of Guernsey's economy, by supporting the marine and/or tourism trade;

4. To direct STSB to consult widely on such plans, including with relevant Committees of the States, the SEA Group, the Harbour Master, St Peter Port Harbour user groups, including logistics and ferry companies, business groups, and other relevant parties, to establish the benefits and disadvantages of the proposals;
5. To direct STSB to consult with the Committee *for* the Environment & Infrastructure, the Development & Planning Authority, and any other relevant parties, to consider how best these proposals can be progressed as a medium- to long-term solution for inert waste disposal, which should include:
 - (a) Exploring any requirements for temporary storage or disposal of inert waste which may arise while these plans are being developed, or in between phases of the proposed Harbour development;
6. To direct STSB and, as appropriate, the Committee *for* the Environment & Infrastructure to report to the States, at the same time as the forthcoming Inert Waste Strategy Policy Letter, with a complementary report entitled "St Peter Port Harbour Development" that includes a benchmarking report, timelines, costs, and a full business plan, no later than the end of December 2019; and
7. To direct the Policy & Resources Committee to make available to STSB the resources necessary to complete the additional investigations and policy work required to facilitate this.

To delegate authority to the Policy & Resources Committee to approve expenditure on any Environmental Impact Analysis and Business analysis.

To direct Policy and Resources to make available any extra resources to STSB for any work required by the Harbour Master in his investigations and considerations for the extension of the Restricted Zone which may include variations of Phase 1, Phase 2 and Phase 3 as described in 1(a) and 1(b)

AND YOUR PETITIONERS WILL EVER PRAY
GUERNSEY

This 21st day of March 2019

Deputy N R Inder

The original signed copy of
this Requete is held at the
Greffé

Deputy B J E Paint

Deputy H J R Soulsby

Deputy L S Trott

Deputy J P Le Tocq

Deputy R G Prow

Deputy A H Brouard

Phase 1 illustrative



Phase 2 illustrative



Phase 3 illustrative

