

THE STATES OF DELIBERATION
of the
ISLAND OF GUERNSEY

30th March, 2022

Proposition No. P.2022/11

Policy & Resources Committee

Establishment of a Development Agency

AMENDMENT

Proposed by: Deputy P J Roffey

Seconded by: Deputy C N K Parkinson

To insert a new Proposition 1A, after Proposition 1:-

“1A. In relation to the island’s future harbour requirements, to agree the long-term development plan should include the following elements, as described in the States’ Trading Supervisory Board’s policy letter dated 6th May 2021 entitled “Future Harbour Development” (Billet d’État XIII of 2021), which was debated by the States of Deliberation in June 2021:

- a. Carrying out essential repairs to the current harbours
- b. Reconfiguring remaining operations in St Peter Port Harbour;
- c. Constructing a new northern port at Longue Hougue South;
- d. Relocation of all current commercial activity away from St Sampson Harbour to the new northern port, and converting St Sampson Harbour to leisure use only;
- e. Improving the leisure sector offering in St Peter Port Harbour; and
- f. Relocating some or all current commercial freight activity from St Peter Port Harbour, as described in Combination 5 or Combination 6 in the Policy Letter entitled ‘Future Harbour Development’ (Billet d’État XIII of 2021).”

Rule 4(1) information

- a) The propositions contribute to the States’ objectives and policy plans by seeking to ensure that the Long-Term Development Plan to be implemented by the proposed

development agency, which constitutes a top ten prioritised Recovery Action in the Government Work Plan, is sufficiently guided by the strategic direction of the States and accords with the States' wider objectives and priorities.

- b) The propositions have not been subject of joint working or consultation with other Committees or stakeholders beyond the extensive consultation in the development of the policy letter entitled *Future Harbour Development* (Billet d'État XIII of 2021).
- c) The propositions have been submitted to Her Majesty's Procureur for advice on any legal or constitutional implications.
- d) There are no additional financial implications to the States of carrying the proposal into effect.

Report

Following a Resolution of the States in May 2019, the States' Trading Supervisory Board was directed "*to carry out a detailed analysis of the future harbour requirements, including consideration of any requirements for new berth facilities east of the QEII Marina or nearer to St Sampson's Harbour, and an assessment of the impacts, practicalities and potential benefits of relocating some commercial port operations away from St Peter Port, to be funded by a capital vote of a maximum of £800,000 charged to the Capital Reserve*".

The States' Trading Supervisory Board subsequently presented the findings of that comprehensive study in the policy letter entitled *Future Harbour Development*, which was debated by the States in June 2021. The Board remains of the view that Combination 5 or Combination 6, as described in that policy letter, are the most viable solutions for future commercial port infrastructure for Guernsey. They would include development of a new northern port to enable some or all of the current commercial activities to be relocated away from the existing harbours at St Peter Port and St Sampson, freeing up large areas for potential development and regeneration opportunities around the island's two main centres.

The Assembly resolved in June 2021 not to make a firm decision on a preferred option for future harbour development. The Assembly instead directed the Policy & Resources Committee to establish a Development and Regeneration Board, to advise on the development of the Seafront Enhancement Area, and to report back with a timeline and steps to develop the seafront masterplan by December 2022.

As detailed in Paragraph 6.5 of the current policy letter, the proposed new development agency would "*set out Guernsey's future harbour requirements, in consultation and collaboration with the States' Trading Supervisory Board and other Principal Committees of the States*".

The current policy letter explicitly states: *“This will draw upon the work coordinated by the States’ Trading Supervisory Board for the 2021 policy letter on Guernsey’s future harbour requirements and will undertake consultation with stakeholders”*. The high-level timeline on page 18 of the policy letter indicates that this work will be completed by the end of Q1 2023.

The Future Harbour Development work undertaken by the States’ Trading Supervisory Board took more than 18 months to complete, at a cost of around £740,000 (including staff costs). Given that the current policy letter proposes the new development agency would have a total budget of £1 million for the first two years, and the Policy & Resources Committee is under direction to report back to the States on the seafront masterplan in the next nine months, it is inconceivable that the agency could undertake any more detailed technical investigation, beyond that which has already been done by the States’ Trading Supervisory Board.

A clear direction from the States now on the future harbour requirements and specific locations will assist the proposed development agency in expediting that particular workstream.

Moreover, as the Development & Planning Authority has highlighted previously, a clear strategic direction from the States regarding the future location of key port facilities is an essential requirement before detailed work can be undertaken on the Harbour Action Area local planning briefs. The absence of those detailed planning briefs is currently causing operational and commercial issues for Guernsey Ports, as it is preventing redevelopment of some facilities and/or agreement of leases on sites where there is currently interest from potential tenants.

Therefore a clear direction from the States now on the future harbour requirements and specific locations will also enable the Development & Planning Authority to progress work on the local planning briefs without further delay.

Given the time and budgetary constraints that the proposed new development agency will be operating under, any future decision on a preferred option for future harbour development will be based on work that has already been carried out, and information that is already available. Making that decision now will provide essential clarity to direct the activities for the agency and the Development & Planning Authority, and speed up considerably the timetable for genuine progress on enhancing the eastern seafront.

The States’ Trading Supervisory Board’s *Future Harbour Development* policy letter can be found at www.gov.gg/futureharbours.