

THE STATES OF DELIBERATION
of the
ISLAND OF GUERNSEY

22nd May, 2019

MOTION UNDER ARTICLE 7(1) OF THE REFORM (GUERNSEY) LAW, 1948

Proposed by: Deputy H J R Soulsby
Seconded by: Deputy R G Prow

To suspend Rule 24(2)(b) of the Rules of Procedure to the extent necessary to permit the amendment set out below to be debated.

Proposition P.2019/27

REQUETE (DEPUTY N INDER & SIX OTHERS)

ST PETER PORT HARBOUR DEVELOPMENT

AMENDMENT

Proposed by: Deputy H J R Soulsby
Seconded by: Deputy R G Prow

To delete all the Propositions and replace them with the following Propositions:

- "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 the creation of an initial bunded area and infill (Phase 1) over an estimated period of about 4 years; the potential creation of a jetty (Phase 2); and the potential creation of an extended inert waste facility (Phase 3) over an estimated period of 10 to 15 years.

(Requête: Proposition 1, with minor adjustments)

- 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.

(Requête: Proposition 2)

- 3. To direct the States' Trading Supervisory Board ('STSB') 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 impact, practicalities and potential benefits of relocating some commercial port operations away from St Peter Port, and for this analysis to be funded by a capital vote of a maximum of £800,000 charged to the Capital Reserve.

(STSB Amendment: Proposition 2)

4. **Subject to the investigations directed in Proposition 3**, to direct the States Trading Supervisory Board 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.

(Requête: Proposition 3, with minor adjustments)

5. 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.

(Requête: Proposition 4)

6. To direct STSB, in consultation with the Development & Planning Authority, to consider options, including potential locations, to enable the temporary stockpiling of residual inert waste, and to make recommendations to the Committee for the Environment & Infrastructure on such options, as well as estimates of any associated costs, by December 2019.

(STSB Amendment: Proposition 6)

7. 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 any additional requirements for storage or disposal of inert waste, further to Proposition 6, before commencement or between stages of the project.

(Requête: Proposition 5, with minor adjustments)

8. To direct STSB and the Committee *for* the Environment & Infrastructure to include, in the forthcoming Inert Waste Strategy policy letter, an indicative report on the investigations directed in Propositions 1 and 3-7, in order to facilitate further consideration of St Peter Port Harbour as the preferred option for inert waste disposal, no later than the end of December 2020.

(Requête: Proposition 6, with minor adjustments)

9. To direct the Development & Planning Authority to consult relevant Committees and other stakeholders and prepare proposals for a local development strategy for the St Peter Port Harbour Action Area, this work to be funded by a capital vote of a maximum of £300,000 charged to the Capital Reserve; and to direct the Development & Planning Authority and the Committee for the Environment & Infrastructure to take all necessary steps under the Land Planning legislation to lay such proposals before the States for adoption by the end of 2020.

(STSB Amendment: Proposition 3)

10. To direct the States' Trading Supervisory Board to carry out a detailed Environmental Impact Assessment on potential land reclamation and future development east of the QEII Marina, to be funded by a capital vote of a maximum of £350,000 charged to the Capital Reserve, to help inform the preparation of the local development strategy for St Peter Port Harbour Action Area.

(STSB Amendment: Proposition 4)

11. To direct the Policy & Resources Committee to investigate options for the resourcing, management and delivery of the Seafront Enhancement Area programme, including the delivery mechanism for development, and to report back to the States with recommendations in relation to such options by the end of 2020."

(STSB Amendment: Proposition 5)

EXPLANATORY NOTE

This amendment integrates the majority of the propositions from the STSB-led amendment with those from the Requête, in order to facilitate a single debate on both.

The words in brackets after each Proposition are for ease of reference only and do not form part of what the States are being asked to agree.

The first proposition of the STSB amendment (which suggests that the commercial role of the harbour should be reduced or removed) is not included.

The final proposition of the Requête (which includes financial approvals / delegated authority) has been removed, as the propositions taken from the STSB amendment include specific financial approvals for each piece of work which is proposed.

Any other adjustments to the propositions are minor in nature, and seek only to minimise any duplication between the two sets of proposals.