

THE STATES OF DELIBERATION
of the
ISLAND OF GUERNSEY

16th June, 2021

Proposition No. P.2021/45

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

Proposed by: Deputy A H Brouard

Seconded by: Deputy R G Prow

To suspend the Rules of Procedure to the extent necessary to permit the Proposition set out below to be considered.

Proposition No. P.2021/45

States' Trading Supervisory Board

Future Harbour Development

AMENDMENT

Proposed by: Deputy A H Brouard

Seconded by: Deputy R G Prow

To delete proposition 1 and proposition 4 and replace with the following:

- "1. To approve Combination 3 as the preferred scheme for the future development of Guernsey's harbours i.e. to construct a new port east of the QEII Marina, primarily for international passengers and unitised freight, freeing up space within the existing St Peter Port harbour. Improve the leisure offering in St Peter Port and carry out essential repairs to the current harbours, as set out in the Policy Letter and in particular in paragraphs 6.17 and 6.18.
4. If proposition 1 is approved, to direct the Development & Planning Authority to take into account the approval of Combination 3 as the preferred scheme for the future development of Guernsey's harbours in the preparation of the Harbour Action Area Local Planning Briefs for St Peter Port and St Sampson's."

Rule 4(3) Information

Whilst the amendment should not increase the costs beyond those being sought for the initial tranche of investigation works which are proposed in the original policy letter for Combination 5, the overall estimated cost of Combination 3 (£460 million) exceeds that for Combination 5 (£ 361 million), as indicated in sections 6.17 and 6.21 respectively of the Policy letter.

Explanatory note

This is an important debate for the States to set the direction of travel for a major refurbishment and upgrade of port facilities and it is important that all options are considered as none are without compromises.

1. Option 3 allows the expansion of St Peter Port harbour into deep water and will be non-tidal for shipping unlike Longue Hougue South.
2. It will also give the option to leave spur Bay alone as reclaim material will be used to help make the new St Peter Port facilities.
3. It will also allow the natural progression of bulk fuels to switch to ISO containers and in time when the tankships reached the end of their life, the opportunity to convert St Sampson's harbour to leisure in approximately 10 years time.
4. It is ambitious and allows for major opportunities in St Peter Port harbour and surrounding area