



# BILLET D'ÉTAT

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2002

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WEDNESDAY, 24th APRIL, 2002

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## ISLAND DEVELOPMENT COMMITTEE

DRAFT ALTERATION TO THE URBAN AREA PLAN;  
AND DRAFT OUTLINE PLANNING BRIEF FOR THE  
LONGUE HOUGUE LAND RECLAMATION SITE  
AND KEY INDUSTRIAL AREA: PHASE I

# ***BILLET D'ÉTAT***

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## **TO THE MEMBERS OF THE STATES OF THE ISLAND OF GUERNSEY**

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I have the honour to inform you that a Meeting of the States of Deliberation will be held at **THE ROYAL COURT HOUSE, on WEDNESDAY, the 24th APRIL, 2002,** at 10.00 a.m.

**ISLAND DEVELOPMENT COMMITTEE**

DRAFT ALTERATION TO THE URBAN AREA PLAN;  
AND DRAFT OUTLINE PLANNING BRIEF FOR THE LONGUE HOUGUE LAND  
RECLAMATION SITE AND KEY INDUSTRIAL AREA: PHASE 1

The President,  
States of Guernsey,  
Royal Court House,  
St. Peter Port,  
Guernsey

5th March 2002

Sir,

**DRAFT ALTERATION TO THE URBAN AREA PLAN; AND DRAFT OUTLINE  
PLANNING BRIEF FOR THE LONGUE HOUGUE LAND RECLAMATION SITE AND  
KEY INDUSTRIAL AREA: PHASE 1**

**1.0 BACKGROUND**

- 1.1 On 28th June, 1998, after consideration of a Waste Strategy Assessment report dated 20th May 1998 of the Advisory and Finance Committee, the States (Billet d'État XII) resolved:—

“WASTE STRATEGY ASSESSMENT – CURRENT STATUS AND PROPOSALS FOR  
A SOLID WASTE MANAGEMENT PLAN

1. To direct the States Board of Administration to introduce measures which achieve all economically justifiable recycling measures (as described in section 4.3 of that Report);
2. To direct the States Board of Administration to investigate the feasibility of installing a tunnel composting system for “green waste” (as described in section 4.5 of that Report);
3. To agree, in principle, the installation of a Waste-to-Energy plant and to direct the States Board of Administration to pursue feasibility of its installation for an intended operational date of 2002;
4. To agree, in principle, that Les Vardes Quarry will be unsuitable for the disposal of landfill of putrescible wastes;
5. To direct the States Advisory and Finance Committee to commission environmental impact assessments of suitable sites for the location of a Waste-to-Energy plant, including any adjoining Materials Recovery Facility, waste sorting, separation and transfer operation etc.;

6. To direct the States Advisory and Finance Committee to prepare the relevant amendments of the Strategic and Corporate Plan;
  7. To direct the Island Development Committee to identify appropriately located sites in the Island for the collection, sorting, transfer and recycling of solid wastes and to investigate the advantages and disadvantages of locating such facilities in one location adjoining the Waste-to-Energy plant;
  8. To direct the States Board of Administration to review the charges for the collection and disposal of all Island wastes, according to the principles set out in the Waste Strategy Assessment Report No. 2 and to investigate the possibility of charging potential polluters at source and to report to the States its findings and recommendations;
  9. To direct the States Board of Administration to prepare a Waste Disposal Plan based on the content and recommendations of that Report.”
- 1.2 Implementation of the resolutions crossed the boundaries of responsibility of several States Boards and Committees and was carried out by a corporate Solid Waste Working Party, encompassing all the Committees involved and chaired by the Board of Administration on behalf of the Advisory and Finance Committee. The IDC strongly supports such corporate working. This policy letter relates specifically to Resolutions 3, 5 and 7.

### 1.3 **Environmental Impact Assessment in Guernsey (EIA)**

Before the States resolutions could be implemented, it was necessary to establish a procedure for undertaking EIA in Guernsey. (The European and United Kingdom Directives which specify how EIA is to be undertaken for similar waste infrastructure and other significant projects do not apply to the Island). There is no provision for EIA in the Island Development (Guernsey) Law 1966 as amended, although sections 15 (1) and (2) empower the IDC to require such information as it may consider desirable, to enable it to consider an application. Accordingly, the IDC devised a Guernsey specific form of EIA which draws on best practice elsewhere but tailors its requirements to the Island. The IDC’s “Code of Practice for Environmental Impact Assessment in Guernsey” explains the procedures that were carried out by the Solid Waste Working Party in order to implement the States resolutions. The Code of Practice is a statement of IDC policy and has no specific statutory basis.

- 1.4 Through the EIA procedure, the suitability of various locations throughout the Island for the waste management infrastructure was assessed. The assessment concluded that the Longue Hougue reclamation site offered the best practicable environmental option for establishing the waste management infrastructure on Guernsey.
- 1.5 Two amendments to the detailed development plan are needed before the location can be confirmed and the Island Development Committee is enabled to consider applications for the infrastructure. The required amendments are:– “Alteration to the Written Statement (Industry Chapter) of the Urban Area Plan 1995”; and, “Outline Planning Brief for the development of the Longue Hougue Land Reclamation Site and Key Industrial Area” (OPB). Those amendments are the subject of this policy letter, to which they are appended.

## **2.0 STRATEGIC DECISIONS OF THE STATES**

- 2.1 The Strategic and Corporate Plan of the States sets out the strategic, economic and social objectives with which the Detailed Development Plans must be in conformity. Strategic policies 15, 21 and 27 apply in this instance:–

### Strategic Policy 15

Priority should be given to port related industrial development and activities with a high environmental impact in existing and future land reclamation areas at St. Sampson's Harbour.

### Strategic Policy 21

A strategy for the future roles and development of the Harbours should be prepared and kept under review. The Urban Area Plan should accommodate proposals for the development and promotion of the Harbours together with their associated land uses.

### Strategic Policy 27

Specific provision for sites for the disposal and ancillary operations relating to solid waste, in accordance with strategic policy on the environment, the principles of the Solid Waste Strategy, and revised environmental health legislation, should be investigated with a view to commencing implementation of infrastructure in 2000.

- 2.2 The draft Alteration and the Outline Planning Brief focus on Strategic Policy 27, whilst ensuring that the objectives of Strategic Policies 15 and 21 can be implemented. The Advisory and Finance Committee have advised that the proposals are in conformity with strategic objectives.

## **3.0 PUBLIC PLANNING INQUIRY PROCEDURES**

- 3.1 The draft Alteration to the Urban Area Plan and the draft Outline Planning Brief for the Longue Hougue Land Reclamation Site and Key Industrial Area were published in October 2001. The Island Development (Guernsey) Law 1966 requires that a Planning Inquiry be held in public before presenting to the States any proposal for an alteration or addition to a detailed development plan.
- 3.2 A Planning Inquiry was held on 4 days – 11, 14, 19 and 21 December 2001. The Planning Inspector, Mr. Keith Durrant MA BArch(Hons) RIBA ARIAS MRTPI FRSA (of the United Kingdom Planning Inspectorate) considered 16 representations and 17 counter representations. The Inspector's report of that Inquiry has now been received and is appended to this policy letter.
- 3.3 The Law requires that the draft Alteration and Detailed Development Plan (in this case the OPB) are laid before the States, together with the report of the Inspector and the Committee's recommendation. The Inspector's Report is appended to this Policy Letter as Appendix A, the draft Alteration and OPB as Appendix B. These are dealt with in detail below.

## **4.0 PROPOSED ALTERATION TO THE URBAN AREA PLAN 1995**

- 4.1 The proposed Alteration to the Urban Area Plan consists of a written Alteration to the Industry Chapter of that Plan which introduces a new policy, IND3A, specifically relating to the development of the Longue Hougue Land Reclamation Site and Key Industrial Area. The Alteration, if adopted, will enable the Longue Hougue Key Industrial Area to be developed in phases. It will also enable the IDC to consider, in Phase 1, applications for integrated waste management infrastructure, i.e. a Waste to

Energy Plant, a Materials Recovery Facility, a Civic Amenity Site, Metals Recycling and a replacement Animal Carcass Incinerator.

## **5.0 PROPOSED OUTLINE PLANNING BRIEF**

- 5.1 The proposed Outline Planning Brief for the Longue Hougue Land Reclamation Site and Key Industrial Area (OPB) consists of a written statement, several illustrative Figures and a Proposals Map. The OPB, if adopted, will enable an efficient and safe layout of the Key Industrial Area, taking into account the implications of neighbouring hazardous uses, the potential impact on nearby residential and recreational uses and the need to safeguard access to future phases of development for harbour related facilities.
- 5.2 The OPB sets the appropriate environmental standards to be met when developing actual proposals for the waste management infrastructure. Compliance with these standards will complete the environmental impact assessment for the proposals and will also meet the requirements of the Board of Health's anticipated Control of Environmental Pollution Legislation and those of the Health and Safety Executive.

## **6.0 INSPECTOR'S AMENDMENTS**

- 6.1 The Inspector proposes no change to the draft Alteration to the Urban Area Plan. He proposes minor amendments to the OPB and these are set out, in the context of the text to which they refer, at "Amendment Schedule 1" to this policy letter and also at the revised illustrative figure entitled "Amendment to Figure 5 of Outline planning Brief resulting from Planning Inquiry". The Inspector's recommendations are fully accepted by the Island Development Committee.
- 6.2 The Inspector recommends that both the Alteration and the OPB be adopted, subject to the adoption by the States of the minor amendments to the Outline Planning Brief.

## **7.0 OBSERVATIONS AND RECOMMENDATIONS OF THE IDC**

- 7.1 The IDC is pleased to note that the Planning Inspector, in commenting upon the draft Alteration and the OPB recommended that no change be made to the draft Alteration and only minor changes to the OPB. He comments that this, within the context of the strategic decisions already taken by the States, reflects the care with which the documents have been prepared and his judgement of the soundness of their approach for the future development of Longue Hougue. He further comments that this reflects also the thought that has gone into accommodating in a way appropriate to Guernsey the overlap between land use planning and environmental controls in regulating potentially polluting development.
- 7.2 The recommended minor changes to the text and Figure 5 of the OPB reflect concerns that were raised by the Representors at the Planning Inquiry and by the Inspector himself. They fall under four headings:—
  - The location of an Integrated Waste Management Facility and Other Uses at Longue Hougue
  - The access to Longue Hougue and Traffic Circulation
  - The Control of Pollution from and IWMF
  - Achieving Good Design

- 7.3 The limited amendments suggested by the Inspector are intended to help the process of securing a safe and attractive development of Longue Hougue. The recommendations overlap the responsibilities of the IDC the Board of Health's Environmental Health Department and the Health and Safety Executive, both of which support the amendments. The IDC considers that, if adopted by the States, the amendments can only serve to strengthen the provisions of the OPB in accordance with the Inspector's wishes.

## **8.0 CONCLUSION**

- 8.1 The Island Development Committee fully supports all the Inspector's recommendations as set out at "Amendment Schedule 1" and "Amendment to Figure 5 of the Outline Planning Brief resulting from the Planning Inquiry" and is pleased to be able to propose to the States that they be accepted.
- 8.2 The Committee wishes to express its appreciation to the Planning Inspectorate of the thorough, fair and professional manner in which the Inspector and his staff conducted such a complex Inquiry.

I should be grateful if you would lay this matter before the States with appropriate propositions.

Yours faithfully,

JOHN E. LANGLOIS,  
President,  
Island Development Committee

## AMENDMENT SCHEDULE NO.1

### AMENDMENTS TO OUTLINE PLANNING BRIEF ARISING FROM PLANNING INQUIRY

**N.B. for ease of reference, revisions to the original text of the OPB are shown in italics. Deletions are struck through.**

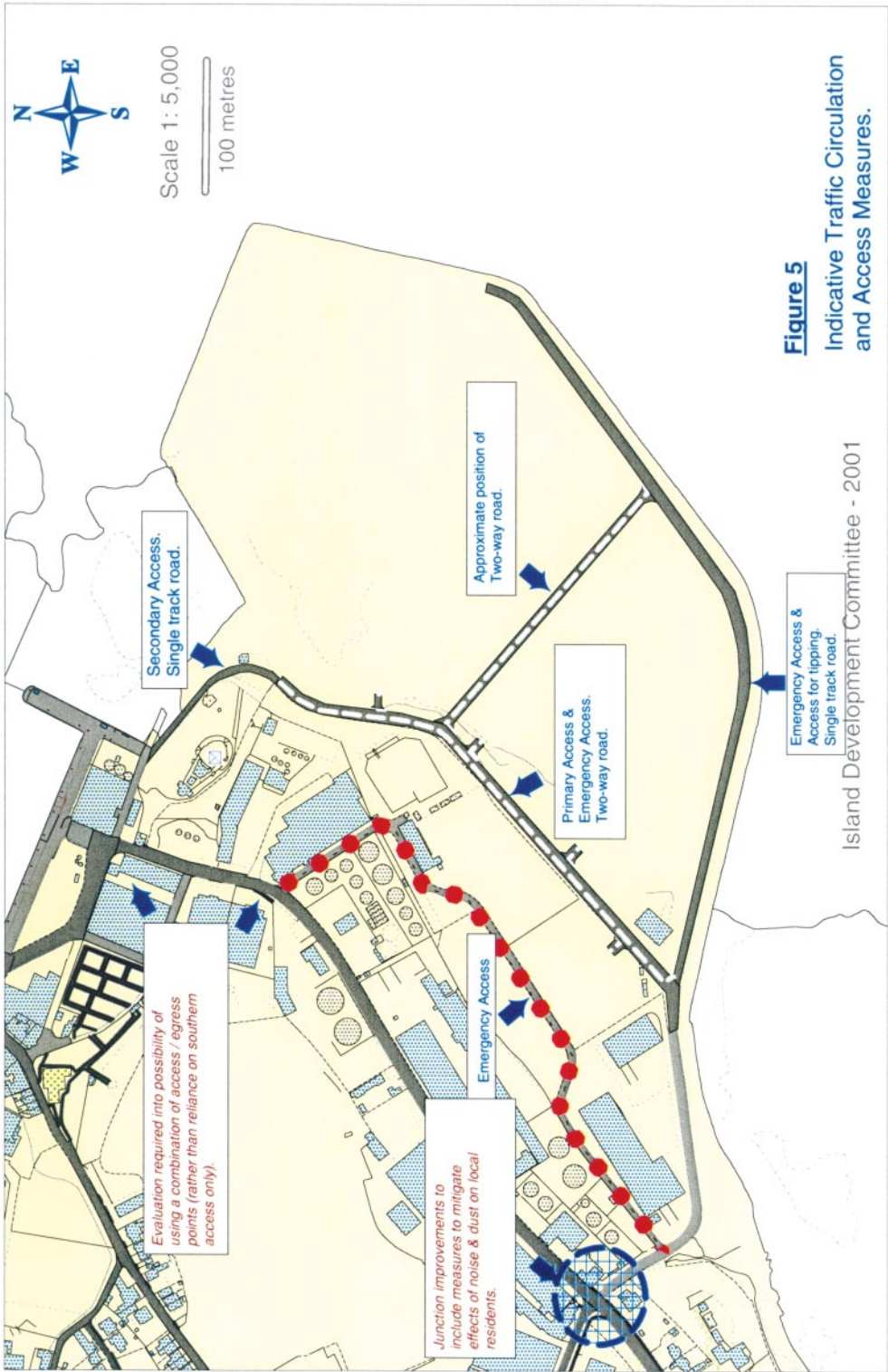
<b>OPB Paragraph</b>	<b>Inspector's Recommendation inserted into text of relevant OPB paragraph</b>
2.4.6, Views, (OPB Page 23)	<p><del>Minimisation of visual impact</del> The effect on views from nearby residential areas</p> <p><del>Minimisation of visual impact</del> The effect on wider views from the coast and from the sea</p> <p><del>Minimisation of visual impact</del> The effect on the mainly unspoilt character of the sensitive north-east coast and measures to limit views of development from this area</p> <p><del>Minimisation of the visual effect of flue stacks</del> The integration of the flue stacks into the overall design.</p>
2.4.6, Impact on Adjoining Uses (OPB Page 24)	<p>Maintenance of the balance of commercial/residential and industrial development by providing building designs which are not overtly industrial.</p> <p>Confirmation that any submitted scheme for the site has, in its details, been conceived with due regard being paid to the character and heritage of the eastern seaboard of Guernsey.</p> <p>Reduction of the perceived scale of buildings through measures to reduce the potential contrast between the existing small-scale island development and any proposed very large structures.</p> <p>Reduction of adverse impact on the setting of Mont Crevelt and views from Vale Castle.</p>
2.4.7 Access and traffic circulation (OPB Page 24)	<p>Amend second paragraph thus:–</p> <p>A Traffic Impact Assessment has identified that the southern access should be the main approach to the Integrated Waste Management Facility and the subsequent port related facilities. As there are visibility problems with exit movements from the main access onto Bulwer Avenue, improvements to that junction will be required and a combination of alternative points of access and egress may be better options than using the southern access only. Evaluation of the various options will be required at the design stage and that evaluation will need to be included in the Compliance Document, to be submitted with applications for the infrastructure.</p>
3.1 Optimise use of the available land (OPB Page 27)	<p>Plan to relocate the animal carcass incinerator</p> <p>Ensure that uses beyond Phase 1 can be satisfactorily accommodated</p> <p>Ensure the future needs of Guernsey Gas for the underground storage of LPG are not compromised.</p> <p>Demonstrate how each element of development and its infrastructure is to be phased and linked, or how it relates to a previous phase.</p>



3.1, <del>Reduce Visual Impact</del> Achieve Good Design (OPB Page 27)	<p>Provide a strong visual approach to the Guernsey 'gateway' from the sea.</p> <p><del>Minimise the impact on significant views of the site</del> Demonstrate how views of the site from land and sea will be enhanced.</p> <p>Screen high impact uses within the site from the adjoining residential area and boat moorings and from the main access road through the site by means of hard and soft landscaping and other measures.</p> <p>Provide a high quality, unified architectural concept for all structures associated with the IWMF in terms of materials, colour, roof forms and juxtaposition of buildings. As far as is practicable, contain all equipment within a unifying architectural envelope.</p> <p>Ensure that no visually intrusive stockpiles of materials can be seen from outside the reclamation area.</p> <p>Plan to enhance the setting of Mont Crevelt and views from Vale Castle.</p>
3.1 Ensure public health and safety (OPB Page 27)	<p>Locate uses so as to minimise risk to the public from hazardous uses and high impact uses.</p> <p>Plan for anti-pollution measures as advised by the EIA and Board of Health.</p> <p>Ensure effective access for emergency vehicles.</p> <p>Ensure adequate storage of supplies needed for emergencies.</p>
3.1 Reduce traffic impact (OPB Page 27)	<p>Create improved vehicular access to the reclamation area</p> <p>Demonstrate that alternative points of access and egress have been evaluated for their environmental and traffic impact</p> <p>Show how the design of a southern access and its junction with Bulwer Avenue would mitigate the effects of noise and dust on local residents</p> <p>Reduce risk to private vehicular traffic from commercial traffic</p> <p>Provide for future access to port facilities</p> <p>Make arrangements to reduce the impact of construction traffic.</p>
3.3.2 Compliance with mitigation of environmental impacts (OPB Page 29)	<p>The IDC will rely on the advice of the Board of Health in assessing public health issues and will refer to the advice provided in the Environmental Statement. It should be noted that the proposed Control of Environmental Pollution Legislation, approved by the States on 26th February 1997 (Billet d'État II 1997) will, when enacted, require waste activities that may cause pollution of the environment or harm to health to be subject to licensing with appropriate safeguards. The overriding principle which will be followed is that all potentially polluting processes and facilities should demonstrate that the Best Available Techniques (BAT) have been used.</p> <p>The Board of Health advises that it will be looking for the Compliance Document to demonstrate that the standards set out in the following tables will be achieved, subject to the application of BAT at the time of approval:–</p>
3.3.2 Civic Amenity Site (OPB Page 30)	<p>Add additional standard to be taken into account in preparing the Compliance Document:–</p> <p>Health and Safety:</p> <p>Ensure that the Civic Amenity Site is located so as to comply with the requirements of the United Kingdom Health and Safety Executive's Major Hazards Assessment Unit concerning the degree of public access to the Integrated Waste Management Facility.</p> <p>Ensure that no more than 40 members of the public are able to use the Civic Amenity Site at any one time.</p>

**Amendment to Figure 5 of Outline Planning Brief  
resulting from Planning Inquiry**

Textual amendments indicated by italicised, dark red, lettering



**APPENDIX A**

**INSPECTOR'S REPORT**

## APPENDIX A



## The Planning Inspectorate

Room 4/19A - Eagle Wing  
 Temple Quay House  
 The Square  
 Temple Quay  
 Bristol BS1 6PN

Direct Line 0117-372 8919  
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Deputy John E Langlois  
 President, Island Development Committee  
 States of Guernsey  
 Sir Charles Frossard House  
 La Charroterie  
 St Peter Port  
 Guernsey  
 GY1 1FH

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Your Ref:

Our Ref:

Date: 6 February 2002

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Dear Deputy Langlois

### LONGUE HOUGUE PLANNING INQUIRY REPORT

Here is the Report of Keith Durrant appointed by the States of Guernsey to hold a planning inquiry into the **Alterations to the Urban Area Plan (1995) and the Outline Planning Brief for the Longue Hogue Reclamation Site and Key Industrial Area, Phase One**; which opened on 11 December 2001 and closed on 21 December 2001.

I would be grateful if you would be good enough to let the Inspectorate know the outcome of the States' consideration of the Report in due course.

Mr Durrant has placed on record his appreciation of the hard work Mrs Julie Every and her colleagues in the States Committee Secretariat carried out on his behalf and I would like to say we have been pleased to assist the States.

The Inspector's T&S claim will be forwarded to you in due course.

Yours sincerely

HAROLD STEPHENS  
 Group Manager  
 Planning and Environment Group



# **Report to the Island Development Committee of the States of Guernsey**

**by Keith P Durrant MA BArch(Hons) RIBA ARIAS  
MRTPI FRSA**

**A Planning Inspector Appointed by the States Advisory and  
Finance Committee**

The Planning Inspectorate  
Room 4/19 Eagle Wing  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol BS1 6PN  
☎ 0117 372 8919

Date  
06 FEB 2002

## **Alteration to the Urban Area Plan (1995)**

and

## **Outline Planning Brief**

## **Longue Hougue Reclamation Site and Key Industrial Area Phase One**

Planning Inquiry held on 11, 14, 19 & 21 December 2001

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*To the President*

*Island Development Committee*

*States of Guernsey*



## INTRODUCTION

1. In pursuance of Section 9 of the Island Development (Guernsey) Law 1966 (as amended), I was appointed by the States Advisory and Finance Committee to hold a Planning Inquiry. **The purpose of the Inquiry was to hear representations on or objections to the Draft Alteration to the Urban Area Plan (1995) and Outline Planning Brief for the Longue Hougue Reclamation Site and Key Industrial Area, Phase One; and to report on them with recommendations.**
2. The Draft Alteration to the Urban Area Plan and the Outline Planning Brief were published in October 2001 and advertised in La Gazette Officielle. I determined that representations or objections should be made to me by 6 November 2001 and 16 were duly received. Further (counter) representations or objections were to be made by 20 November 2001 and were submitted by 17 persons or parties. A full schedule is at *Appendix I*.
3. The Inquiry opened on Tuesday, 11 December 2001 and closed on Friday 21 December 2001, having sat for four days. During that time I received presentations from the Board of Administration (the BoA) and the Island Development Committee (the IDC) on the States' proposals for Longue Hougue and on the planning and other regulatory processes involved; and heard evidence on all 33 representations/objections. A list of the participants in the Inquiry is at *Appendix 2*. Over a further three days I carried out unaccompanied visits to Longue Hougue and its surroundings, to a number of viewpoints of the site from elsewhere on Guernsey and from Herm, and to the Mont Cuet (Vale) area.
4. Ms Julie Evemy and her colleagues in the States Committee Secretariat assisted me in administrating and programming the Inquiry. I place on record my appreciation of the hard work they carried out on my behalf.
5. I am advised by the President of the IDC that the Strategic Working Party of the States Advisory and Finance Committee has confirmed that the proposed changes to the Urban Area Plan and the Outline Planning Brief are in conformity with the objectives of the 2001 Strategic & Corporate Plan. The appropriate letter was deposited with me at the opening of the inquiry [*Document I/01, Appendix 3*].
6. My report continues with a summary of the policy and physical contexts within which it is written. There follows a discussion of the representations/objections considered at the Inquiry, grouped into topics. Each topic concludes with my recommendations. Finally, I summarise my findings in my overall conclusion.

## THE POLICY CONTEXT

7. My consideration of the representations/objections has as their starting point the relevant planning and waste management policies (as expressed in States resolutions), in compliance with which the IDC's proposals have been brought forward.



8. I have taken into account particularly relevant land use policies in the 2001 Strategic & Corporate Plan (which sets out the environmental, economic and social objectives to be followed by the IDC when preparing its detailed development plans), noting that:
  - priority is to be given to port related industrial development with a high environmental impact in existing and future land reclamation areas at St Sampson's Harbour (Strategic Policy 15);
  - the Urban Area Plan should therefore accommodate proposals for the development and promotion of the Harbour together with its associated land uses (Strategic Policy 21);
  - sites are to be investigated for the disposal and ancillary operations relating to solid waste, in accordance with the policy on the environment, the principles of the solid waste strategy and the revised environmental health legislation (Strategic Policy 27);
  - also relevant are resolutions in 1988 and 1999 to investigate deep water berths at the Longue Hougue reclamation site at St Sampson, including transferring freight operations from St Peter Port (whilst acknowledging the need to provide land generally for port related and other uses).
9. I also set my recommendations in the context of the adoption in 1998 of a hierarchical strategy for the disposal reduction and management of solid wastes, as an alternative to a total reliance on landfill. This embraces:
  - the decision of the States to consider providing on the island an Integrated Waste Management Facility (IWMF) as a key feature of that strategy;
  - the subsequent commissioning of an environmental impact assessment of suitable sites for the location of a Waste-to-Energy plant, including any adjoining Materials Recovery Facility, waste sorting, separation and transfer operation, etc;
  - the direction to the IDC to identify appropriately located sites for the collection, sorting, transfer and recycling of solid wastes and to investigate the advantages/disadvantages of locating such facilities in one location adjoining the Waste-to Energy Plant.
10. The **Changes to the Urban Area Plan 1995 (the UAP)**, are needed, I note, because the existing policies and provisions of the Industry chapter of that Plan do not enable the Longue Hougue reclamation site to be developed in phases, as is now envisaged. Nor do they enable provision of the range of infrastructure envisaged for an IWMF. The UAP requires the **Outline Planning Brief (the OPB)** to optimise the use of land at the reclamation site and to achieve a good overall development of the Plan's Longue Hougue Key Industrial Area. Its content broadly follows, I can confirm, the general terms of reference of an outline planning brief as explained in **Annexe 2 of the UAP**. The format of the **UAP/OPB** is explained in *Document B/04 in Appendix 3*.

## THE PHYSICAL CONTEXT

11. The State's policies for the land at Longue Hougue and its surroundings are (for the purposes of the topics explored in this report) constrained or influenced physically by:
  - the extent and rate of reclamation by inert landfill of the land currently being reclaimed from the sea;
  - the existing land uses – especially the gas (LPG) and fuel storage facilities on the industrial area off Bulwer Avenue and the residential properties on the south-western edge of the OPB land;



- the limitations on access from Bulwer Avenue into the land to be made available for development after reclamation;
- the extensive views of the land, notably from the coast of Guernsey to the north (including from Mont Crevelt and Vale Castle) and the south (extending to St Peter Port and its immediate hinterland) – and from the sea traversing Little Russell, extending to Herm and its western beaches and cliffs.

## THE LOCATION OF AN INTEGRATED WASTE MANAGEMENT FACILITY AND OTHER USES AT LONGUE HOUGUE

### *Introduction*

12. At the opening of the Inquiry, I heard presentations from the Presidents and officers of the IDC and the BoA (*Documents B/01 to B/03, Appendix 3*). Together they gave the background to and rationale for the choice and phasing of Longue Hougue as a site for an IWMF and for other industrial or port-related uses, as seen from the two perspectives of planning authority and landowner. They up-dated the analysis from the **Environmental Statement** for the IWMF, prepared in May 2001 by consultants to the BoA; as well as summarising the work carried out independently by the IDC on the suitability of the site. The BoA also drew on related matters covered in their *Representation 1*.
13. Several representors/objectors entered into a discussion about the choice of Longue Hougue – its general environmental impact compared with alternatives, its phasing relative to waste management issues, and the choice and timing of the mix of uses. Deputy A Robilliard (*Representation 6*); Deputy J Gollop (*Representations 8 & 10*); Ms M Levrier (for Guernsey Friends of the Earth (*Representation 17*); Deputy P Bougourd (*Representations 15 & 16*); and Mr R Ogier (*Further Representations 31, 32 & 33*) all gave evidence on these matters. The BoA also joined the debate, drawing on their submissions in *Further Representations 23, 25, 29 & 30*.

### *The Proposed Land Uses at Longue Hougue*

14. **UAP Replacement Policy IND3A** indicates that, at the Longue Hougue Key Industrial Area and Land Reclamation site, the priority will be to accommodate:
  - an integrated waste management facility;
  - industrial uses with a high environmental impact;
  - uses falling within Uses Classes 48-59 inclusive;
  - port related uses;
 and seeks to do so by optimising the use of the land in accordance with a comprehensive set of development principles as set down in the **OPB**. The **OPB** suggests (in **Paragraph 1.4**) that, in the first phase of development, the following priority uses can be accommodated:
  - a waste-to-energy plant;
  - a materials recovery facility;
  - a civic amenity site;
  - metals recycling (subject to further environmental assessment);
  - the continuing incineration of animal carcasses.

15. The priority uses identified in the **OPB** are, I conclude, consistent with those identified in the revisions to the **UAP**. They are also consistent with the land uses policies in the 2001 Strategic & Corporate Plan and with the decisions of the States taken in 1988 on a solid waste strategy. In addition, they reflect the practical opportunities and constraints both of Longue Hougue and of the existing landfill site at Mont Cuet. The suggestions that some other uses or phasing of uses at Longue Hougue would either be a more sensible approach to disposal and recovery – or that there are other priorities for the use of the land – have, I believe, to be seen in that light.
16. Nonetheless, Deputy Robilliard (supported by Guernsey Friends of the Earth) is not persuaded that an expensive, purpose designed, waste-to-energy plant represents the most sustainable way forward for managing Guernsey's waste. She questions the continuing reliance of the island on landfill (because of its potential for ground water pollution and the greenhouse effects of production of methane) and is unhappy about progress being made on recycling and waste minimisation. Before an expensive waste-to-energy plant is embarked upon, alternative incineration technologies should be explored within an integrated strategy for sustainable waste management. A much smaller incineration plant could well result.
17. The issues raised go wider than the acceptability of locating waste facilities at Longue Hougue. They are matters, financial as well as regulatory, for the States administration as a whole. However, as the BoA evidence demonstrated, the balance between waste minimisation, recycling and disposal has been very much in the minds of those responsible for policy and implementation in this field. Recycling on the island is, in my judgement, more advanced than in much of the UK; and other initiatives, such as composting or pre-sorting, are under active consideration. A hierarchical approach to waste management is already States policy and a detailed management plan is in preparation.
18. In that context, an integrated facility, if all parts of it are co-located, constructed and managed within a coherent waste management plan, could, I believe, achieve much of what is being sought by both representors. The land at Longue Hougue, both in its first phase and later, thus offers the opportunity in the near future for the co-location of the various elements of sustainable waste recovery and disposal. On the evidence, that could not be achieved in sensible time scale on a single site elsewhere on the island. The potential benefits of allocating land for an integrated facility, such as:
  - facilitating recycling and recovery (including energy recovery in the form of electricity and building a specialised materials recovery facility);
  - minimising transfer journeys, using the proximity principle for reducing vehicle emissions and associated environmental costs;
  - reducing a reliance on land fill, in line with emerging best practice in Europe;
  - moving towards self-sufficiency in waste management;
 are forms of optimisation of the use of that land that the planning system can help achieve, in support of wider environmental objectives.
19. I also note and accept that the size of the waste-to-energy plant has been carefully conceived by BoA to ensure a reasonable throughput of feedstock, relative to the island's waste production levels and to the economics of procurement and use. It would also use proven incineration technology, which seems sensible for a new venture. I am not persuaded, therefore, that it is in the interests of effective planning for the clock to be turned back and the debate to be re-opened about the size and type of facility.

20. In an alternative approach, Deputy Bougourd argued that there are better uses for the site than an incinerator. He would like to see waste water and desalination plants located at Longue Hougue, which is ideally sited for those purposes on low-lying land and in proximity to the coast and reservoir. However, the BoA responded that both those facilities, although very desirable, were of a lesser urgency than the waste-to-energy plant and its related facilities. If they are provided first, a desalination plant could ultimately get its electricity from the site; and a waste water treatment plant would have functional links with plans to incinerate sludge. They are all linked conceptually.
21. The IDC confirmed that, in looking at the various phases of Longue Hougue, they had examined the case for both these facilities and had surveyed opinion in relevant States departments. It is accepted that a waste water treatment plant is a priority for the island, but it is less so than a waste-to-energy plant, given the limited life of Mont Cuét landfill site. It is also at a less advanced stage of planning. **Paragraph 5 of the OPB** acknowledges that this use needs to be tested through an environmental impact assessment as part of a future phase (and is related to the need in due course also for other uses, associated with the development of the harbours). A desalination plant fell out of consideration because it is regarded as a fall-back option for the island in 5 to 10 years – and could go elsewhere.
22. The issue here is, I conclude, one of timing and priorities rather than principle, since the **UAP** would permit both uses to be located at Longue Hougue, land availability and layout permitting. There is no cogent evidence that either a waste water treatment plant or a desalination plant should supplant the IWMP by being located on the first phase. I am very conscious of the central role that the facility can play in achieving a more balanced waste treatment and management regime for the island. That is crucial, given the pressure on land fill capacity at Mont Cuét and the acceptance of the need to speedily reduce reliance on that method of disposal. The IDC and the BoA seem to me to be right in balancing their priorities in the way that they have.
23. A third contribution to the debate about alternative land uses came from Deputy Gollop. He raised a number of questions, but essentially felt that there were missed opportunities in the **OPB** to include:
  - some acknowledgement of the recreational potential of the site;
  - some residential uses, including affordable housing;
  - perhaps some office development;
  - a composting plant;
  - a clearer picture of the port related uses, such as a roll-on/roll-off facility;
 all of which stem from the convenient location of Longue Hougue.
24. In assessing these options I share the reaction of the BoA which was that you can not fit a quart into a pint pot. Priorities must be set and options chosen for any site. In this case, I agree with the judgement of the IDC and the BoA. Longue Hougue has a first-class location on the edge of the St Sampson industrial areas, adjacent to the port and on open land. It offers an ideal opportunity to create a purpose designed landform and infrastructure for the types of industrial development that could not easily find a home elsewhere on this heavily constrained island.
25. On the specific suggestions made, firstly it is for future phases and for a future inquiry to look at a brief for port related development (including the future of the marina moorings) and any other uses that may emerge). I see nothing incompatible about that with what is proposed for

phase one, subject to the access and design issues that I discuss below. However the compatibility of a residential or a conventional recreational use with waste facilities must be a doubtful proposition, given the propensity of such activities to generate local noise, dust and traffic (as Mr Ogier pointed out).

26. I also heard evidence from the IDC that, given there is a 3.5 years supply of housing land on the island [*Document 1/02, in Appendix 3*] the priority at Longue Hougue was seen as addressing a shortage of quality industrial land. On that basis, there is no need in my opinion, to actively seek to find land for housing on this site.
27. On a more positive note, the BoA confirmed that it was likely that some public access to the waste-to-energy plant would be possible, to view operations and to take part in educational projects. If the building complex becomes an arresting landmark feature on the coast (as discussed below), there would be further recreational spin-offs for locals and visitors alike who may walk and drive that way and take in the new landscape. Neither outcome is dependent upon changes to either the **UAP** or the **OPB**.
28. Finally, a composting facility would clearly be a compatible land use that would fall within the overall objectives of the **UAP** and of the island's waste strategy – and is desired by the BoA. On the other hand I accept that its feasibility, size and form has yet to be decided and it may be better sited elsewhere. I see no advantage in committing the **OPB** to providing for one specifically at this stage.

#### ***Other Issues of Principle***

29. Deputy Bougourd felt that not enough weight had been given to the traffic problems in the St Sampson area; and that developing the IWMF would exacerbate them. By implication, the plant should perhaps go elsewhere, if greater weight had been given to the environmental impact on residential areas and the shopping centre during the feasibility stage. The area is already congested with heavy goods traffic.
30. I saw for myself the present traffic problems in central St Sampson. They should not be under-estimated. I am satisfied, however, that the impact work carried out for the **Environmental Statement** by the States' highway consultants, Scott Wilson Kirkpatrick shows that:
  - the highway impact of an IWMF at Longue Hougue has been comprehensively analysed and its conclusions weighed in the balance when selecting a preferred site.,
  - the problems of congestion and capacity currently experienced and predicted at key junctions on the island would remain to be resolved irrespective of the implementation of phase one of the **OPB**;
  - therefore, given that the vehicles who would deliver waste to Longue Hougue are already on the highway network and are dispersed across it, the overall impact would be acceptable (although more heavy goods vehicles would be seen in the St Sampson area);
  - in any event, the **UAP** as it stands would permit a range of industrial uses at Longue Hougue that would be generators of heavy goods vehicle traffic – the changes I am considering should, I consider, be seen in that context;
  - nonetheless, the impact of further vehicles onto the local network generated by later phases of development at Longue Hougue (such as from port related uses) is a matter for concern and for analysis, as was made clear by the IDC.

31. On balance, I am not persuaded that the limited highway benefits to be gained by siting a waste management facility elsewhere on the island would outweigh the broader environmental costs. For example, as Mr Ogier cogently argued in his representations in support of the IDC, there would be such costs in locating a facility in the northern part of the island, utilising the landfill site at Mont Cuet. They include (as I was able to assess for myself) a likely intrusion into an area of landscape value, whose present sense of relative wildness is an asset that should not be lightly lost.
32. It is also a compelling fact, as the BoA demonstrated, that the available land at Mont Cuet would not be of a size and shape to permit the kind of integrated facility that is the basis for the island waste strategy [*see plans at Document 1/04, Appendix 3*]. A solution using that land would thus bring other costs into the planning balance sheet, such as missed opportunities for a sustainable solution.
33. Deputy Bougourd further raised questions about the feasibility of developing the Longue Hougue land should rates of inert fill not match expectations, as he feared they would not with an increase in the use of recycled aggregate on local construction projects.
34. The BoA accepted that there was inevitably going to be some fluctuation in the supply of inert waste, but had programmed the facilities on the basis on what was likely to be available to create the land for a phased development. In 2000 and 2001 there had in fact been a substantial rise in inert arisings (from the Admiral Park development). It was not anticipated that there would be a problem with making the site available for the waste-to-energy plant on time or for the subsequent materials recovery facility, by 2003/2004. Later phases may be affected if arisings fall to the 1994-1999 levels.
35. Whilst I have no reason to doubt that the developments anticipated within the **OPB Phase One** are likely to be frustrated by progress on land reclamation, any delay does not in any event alter the acceptability of those uses in principle. There may be implications in a delayed phasing for achieving a coherent quality development of the whole Longue Hougue site, but I return to that below when discussing design and layout.

### **RECOMMENDATION**

36. It follows from the discussion above that I see no land use reason to challenge the principle of using the first phase of the Longue Hougue reclamation site for an IWMF or for the other uses specified in the UAP and OPB. That conclusion is subject to a detailed examination of key local environmental impacts (which are discussed below).
37. **I recommend therefore that:**
  - **no change is made to the land use allocations in the Draft Alteration to the Urban Area Plan or the Outline Planning Brief, Phase One, in response to the representations and objections discussed above.**

## THE ACCESS TO LONGUE HOUGUE AND TRAFFIC CIRCULATION

38. Access to Longue Hougue and traffic circulation within the land to be developed is discussed in **Paragraph 2.4.7 of the OPB** and shown in an indicative form on **Figure 5**. Two aspects of that were challenged by representors/objectors:

- Mr and Mrs J Hardy (*Representation 3*) and Deputy P Falla (*Representation 7*) are concerned about the impact of an increased amount of traffic using the southern access from Bulwer Avenue on their home at Furzedown, including land needed for junction improvements that seems (in **Figure 5**) to take land owned by them;
- Guernsey Gas Ltd / Kosangas (Guernsey) Ltd (*Representation 2*) are anxious to safeguard potential expansion land for their gas storage facilities which presently abut the reclamation site – and may be affected by the choice of internal traffic circulation routes, particularly in later phases of development;

and the BoA responded in *Further Representations 19 & 20* and *Further Representation 18* respectively.

39. On the first point made by Mr & Mrs Hardy and Deputy Falla the **OPB** envisages that, based on a **Traffic Impact Assessment**, all traffic serving both the IWMF and the subsequent port related facilities would use the existing southern access to the site off Bulwer Avenue. It confirms that, as there are visibility problems with exit movements from that access, improvements to that junction would be needed.

40. However, the **Development Principles in Paragraph 31 of the OPB** ask more generally (under the heading of “Reduce Traffic Impact”) that an improved vehicular access be created to the reclamation area and that provision be made for future access to port facilities. The IDC confirmed that in complying with brief, more information would be needed about the effect of that access and any alternatives on existing premises, including the home of Mr & Mrs Hardy. Not all the facts were available at the time of drawing up the **OPB**. The plan at **Figure 5** was not cast in stone and the junction land take shown is very diagrammatic.

41. The discussion at the inquiry helped to clarify the options and the likely impacts. I draw the following conclusions from the evidence given on behalf of the BoA and by its highway consultant Mr Blacker, and also from my site inspections:

- a satisfactory (if not ideal) junction could be created for two-way traffic at the southern access, utilising land presently occupied by a sub-station and a small part of Furzedown; and if traffic management measures were taken (such as signals) to overcome the visibility problems to the north [*see Mr Tidd's plans at Document I/06, Appendix 3*];
- that arrangement would, as they fear, have the maximum impact from increased traffic using the site on Mr & Mrs Hardy given that (at varying times of the day and in shifting numbers), there would be a two way movement of waste lorries of a varying size and type, eventually commercial vehicles to and from other (port related) industries, cars going to the civic amenity site and general service vehicles;
- but the increase in vehicle numbers has to set against the historic use of the southern access for bund construction and land reclamation traffic and by the existing industries along that unmade lane – and the committed plans for the land envisaged in the existing **UAP**, implicit in the decisions already taken to create new developable land from the sea with potentially similar traffic impacts;



- any impact (from noise and dust) on Furzedown has to be set also against the present effect on that property of the existing traffic on Bulwer Avenue, including that from other generators of large vehicles from the industrial estate opposite – and set against the protection given by the orientation of the house away from the southern access;
  - it may also be possible to reduce the impact of a fully developed site on Furzedown and spread the impact on traffic flows on Bulwer Avenue by a one-way system using one of the other two exit points further north, although the feasibility of that has yet to be established [*see plans at Document I/06, Appendix 3*].
42. On balance, I have come to the view that a satisfactory access can be created to Longue Hougue. There will be some harm to Mr & Mrs Hardy's living conditions in that their present industrial surroundings will envelop them even more. That will be the case irrespective of the actual numbers of vehicles (and the evidence on that was not entirely conclusive). However, that impact can be mitigated to some extent by a careful design of the junction with Bulwer Avenue, including its physical enclosure and surfacing, and/or by introducing a one-way system. Those factors need, I believe, to be more explicitly incorporated in the **OPB**, as I recommend below.
43. The representations by Guernsey Gas were made, as was confirmed at the Inquiry, to protect their future operational interests at Longue Hougue, particularly in the light of their safety obligations to the public and the workforce on their premises (and at those to be created on the reclaimed land).
44. It emerged from the discussion at the Inquiry that there was no real difference of view between the company and the States, whether represented by the IDC or the BoA. Should, in due time, there emerges a need for additional underground storage of LPG (as, for example, shown on the plan at *Document I/07, Appendix 3*), that could be accommodated in the later phases of the site's development. The traffic circulation shown on **Figure 5 of the OPB** is indicative only and can, in the detailed layout of Phase One and in later phases be adjusted to ensure sensible development of the Guernsey Gas land. That could be made clearer, I believe, in the wording of the **OPB Development Principles** when it refers to the optimisation of the available land.
45. Any risk assessment from changes to the type and location of the major hazards at Longue Hougue would, as Mr R Brown explained on behalf of the States Health & Safety Executive have to be made on the basis of the land uses then pertaining or planned. There had been no problems with present arrangements by the company. In addition, storing the gas underground would, I agree, be a positive move in that respect, reducing risk compared with using above ground tanks.
46. For the uses suggested in the **OPB** now being examined however, it is clear from the expert evidence (**OPB, Figure 4 and Paragraph 2.4.4**) that any risk to the public or workforce at an IWMF would not be unacceptable. I share that conclusion. That would rely, however, on the civic amenity site being located near the site entrance and numbers using it being controlled as recommended by the UK HSE (but at a level not thought by the BoA to be a constraint). The **OPB Development Principles** could, I conclude, make that clearer in the section on health and safety, as could the standards in **Paragraph 3.3.2**.

**RECOMMENDATIONS**

47. I find that the access arrangements at Longue Hougue (as clarified at the Inquiry) could be satisfactory, given the constraints of the site and the existing uses. The interests of Mr & Mrs Hardy and Guernsey Gas and future users of the site, could however be more clearly safeguarded by some changes in the way in which the **OPB** expresses the **Development Principles** for the site and in related parts of the Brief
48. I recommend therefore that, in response to the representations and objections discussed above:
- in Paragraph 31 of the OPB, the following changes be made:
    - under the heading “Optimise the use of the available land” add an additional point to read “Ensure the future needs of Guernsey Gas for the underground storage of LPG are not compromised”;
    - under the heading “Ensure public health and safety” alter the first criteria to read “Locate uses so as to minimise risk to the public . . .”;
    - under the heading “Reduce traffic impact” add two points to read “Demonstrate that alternative points of access and egress have been evaluated for their environmental and traffic impact” and “Show how the design of a southern access and its junction with Bulwer Avenue would mitigate the effects of noise and dust on local residents”.
  - Paragraph 2.4.7 of the OPB be amended to make it clear that a combination of alternative points of access and egress may be better options than using the southern access only, subject to evaluation at the design and compliance stage;
  - Figure 5 of the OPB is re-drawn to reflect the above amendments;
  - in Paragraph 3.3.2 of the OPB, in the section devoted to the Civic Amenity Site, a standard be added on the risk from major hazards, referring to the advice of the UK Health and Safety Executive’s Major Hazards Assessment Unit on location and numbers of people.

**THE CONTROL OF POLLUTION FROM AN IWMF**

49. The proposed benchmark standards for the **mitigation of potential environmental impacts** on air and water quality, and from noise and odour, are set down in **Paragraph 3.3.2 of the OPB**, drawing on the discussion in **Paragraph 2.4.5**. The application of those standards would be the means by which the States, through its planning and environmental health and protection powers, could ensure public health and safety and prevent nuisance in accordance with the **development principles** in **Paragraph 3.1**.
50. However, concerns about the choice of site, the adequacy of controls and the consequent effects of pollution from the land uses at Longue Hougue were expressed by Deputy A Robilliard (*Representation 5*). She was supported by Deputy J Gollop (*Representations 11, 12 & 13*); and by Ms M Levrier speaking on behalf of Guernsey Friends of the Earth (*Representation 17*). Deputy R Bisson raised similar issues of environmental control for each element of an Integrated Waste Management Facility in his *Representation 4*. The BoA countered these in *Further Representations 21, 22, 26 & 27*. Support for the choice of Longue Hougue, as climatically the most suitable location, came from Mr R Ogier (*Further Representation 31*).



51. The present and emerging legislative and regulatory arrangements for the control of pollution on the island were explained by the IDC; and by the Board of Health (BoH) whose advice will be critical [*Document B/05, Appendix 3*]. The IDC emphasised that it will be looking to the BoA to provide a procedure to ensure compliance with environmental standards, through its tender documentation procedures and its operating agreement with the successful tenderer/s. The BoA confirmed its intention of so doing.
52. Friends of the Earth are nonetheless concerned about the effectiveness of that process, given the present lack of effective legislation and an independent scrutiny. The way in which potentially polluting development comes to fruition on Guernsey means that until the compliance stage, the emissions from the IWMF cannot be determined or sensibly commented upon.
53. I agree that that must be so, although the principles established at the **UAP and OPB** stage will determine how the planning authority is to be satisfied that the appropriate benchmark standards will be applied and that there are no residual risks to health. Beyond that, it is a matter for other legislation and procedures. If they are not in place however (and the IDC cannot itself determine they will be, that is a States matter), the **OPB** should, it seems to me, be sufficiently robust in its wording to be able to conclude, if necessary, that there is an unacceptable risk of pollution affecting land uses.
54. In discussing this issue, Deputies Robilliard and Gollop described their concerns about a number of potentially polluting matters that, if not controlled or mitigated through the application of the standards in the **OPB**, would cause harm. They could include;
  - emissions of dioxins to air, particularly if local climatic conditions would direct them over the populated parts of the island;
  - the disposal of waste arisings, including fly ash;
  - noise, from the various plants/facilities and from traffic;
  - odours, if not adequately contained within buildings;
  - wind blown debris;
  - a visible plume giving rise to the perception of harm or visual intrusion.
55. Having studied carefully the benchmark standards in the **OPB** (and work carried out for the **Environmental Statement**), and their origins in UK and EU regulations, guidance notes or directives, with local variants when of a higher order, I am satisfied that they represent current best practice. Compliance with them should ensure that any polluting effects of development at Longue Hougue are minimised. Standards and techniques in this field do change, however, as our understanding or knowledge of harm to health develops. It will be important therefore that the **OPB** standards are not cast in stone.
56. The shift in UK and EU thinking to the continuing demonstration of the Best Available Techniques (BAT) for each waste stream, activity, technology or process is therefore an important tool for decision makers. I was pleased to hear from the BoH that the application of BAT will underpin their licensing procedures. Each of the concerns raised above can therefore be continually addressed in that way, both at the initial regulatory stage and subsequently. Nonetheless, as I have outlined above, at the planning consent stage any assessment of compliance with the standards in the **OPB** and of any shortfall or risk should logically also include an appraisal of the BAT credentials being put forward. I shall therefore recommend amendments to the text to achieve this.

57. Deputy Bisson submitted that the problems of wind blown paper and plastic, of dust and odour, and of noise from the various elements of an integrated facility (as demonstrated in the photographs submitted at *Document I/08, Appendix 3*), could in any event be better managed and controlled. He suggested that a solution could be a single structure to cover all elements of the facility and that the **OPB** should adopt appropriate criteria to test the feasibility of doing that. Such an approach to design and layout would bring other benefits, such as:
- greater efficiency from the handling of waste;
  - better working conditions;
  - co-ordinated servicing, manoeuvring and parking areas;
  - common office and maintenance facilities;
  - less (unattractive) open air storage and handling facilities;
  - a flexible boundary between operations, reducing costs.
58. The BoA agreed generally with the objectives sought by Deputy Bisson. An integrated facility was being put forward for those reasons. It does not follow, however, that a single structure was appropriate or necessary, since it also implies a single phase of development. That is not feasible, given both the need to build the waste-to-energy plant quickly (because of the landfill capacity problem) and the impracticalities of waiting until all the land needed had been reclaimed – or it would involve importing inert waste. It is the intention that the materials recovery facility should be under cover, following similar design principles to the waste-to-energy plant. There were also contractual (public and private) issues in the ideas being put forward, beyond the scope of this Inquiry. The IDC agreed that there are practical difficulties in achieving one envelope for the development and felt that the **OPB** had gone as far as it could to encourage co-ordination.
59. Some of the matters raised by Deputy Bisson are returned to below in discussing good design. It will be important, for example, to ensure that there is as much co-ordination as possible between the various phases of the development to avoid unsightly (and potentially polluting) outside storage and working – and avoid an excess of separate service activities. Some aspects of that would, I judge, be able to be achieved under the BAT regime that I shall be recommending anyway.
60. However, on the broader pollution control aspects of his case, I am not persuaded that it would be necessary for all the facilities to be under one roof to ensure good neighbourliness. Any benefits would, I conclude, be outweighed by the practical and phasing difficulties. I shall not therefore be recommending a change along those lines.

### **RECOMMENDATIONS**

61. I find that the **OPB** properly and comprehensively addresses the way in which potential pollutants from the land uses being proposed can be controlled, so as to protect the environment and human health. It is vital, nonetheless, to ensure that, at the time the IDC considers the detailed submissions for development, it is in possession of all the relevant information on the techniques and standards to be applied.
62. **I therefore recommend, in response to the representations and objections discussed above, that:**

- ❑ in Paragraph 3.3.2 of the OPB, a sentence be added after “safeguards” to read “The overriding principle which will be followed is that all potentially polluting processes and facilities should demonstrate that the Best Available Techniques (BAT) have been used”;
- ❑ a new section should follow, the first sentence of which should now read “The Board of Health advises that it will be looking for the Compliance Document to demonstrate that the standards set out in the following table will be achieved, subject to the application of BAT at the time of approval”.

## ACHIEVING GOOD DESIGN

63. The proposed replacement **Policy IND3A of the UAP** states that “an underlying principle of the OPB will be to achieve a good overall development, which enhances the Key Industrial Area and recognise the importance of the site’s ‘Gateway to Guernsey’ location” That principle received support from Deputy J Gollop (*Representations 9 & 12*) and was not challenged by any other representor/objector. It is clear to me, given the prominence of the site in the island’s landscape and seascape (as confirmed in the **Environmental Statement** and by my site visits), that it will be important to ensure that:
  - a high standard of design is sought at Longue Hougue through the **OPB** criteria (for all the buildings and their settings, in the first phase and later);
  - every opportunity is taken through the planning, tendering and implementation process to achieve that on the ground.
64. I was pleased to hear, therefore, the firm commitment to good design given at the inquiry by the BoA as well as the IDC – and to note that this would be achieved by compliance in due course with the **OPB** and through the tendering documentation and approval processes.
65. I am less able to agree with the BoA that architectural treatment in itself is not a land use issue, whilst they accept that mitigation of visual impact would be necessary. The quality of architecture to be achieved cannot, in my judgement, be separated out from guiding at this stage the composition and built form of development that may arise from the land uses at Longue Hougue. Nor can it be split from seizing the opportunities and recognising the constraints offered by the site’s ‘Gateway’ location on the coast.
66. It is proposed in the **OPB** that the visual impact of development should be reduced through the application of the principles in **Paragraph 3.1**, based on the application of criteria set out in **Paragraphs 2.4.6** and also in **Paragraph 3.3.1**. Deputy R Bisson (*Representations 4 & 14*), supported by Deputy J Gollop (*Representation 12*), challenged the extent to which the criteria and the process would achieve the quality that is widely sought. They feel that more regard should be had to the special nature and context of the site, as analysed in Deputy Bisson’s photographs at *Document I/09, Appendix 3*. In response, the BoA has submitted *Further Representations 21, 24 & 28*.
67. The representations raised two issues:
  - it should be part of the **Development Principles** in **Paragraph 3.1** that there should be an evaluation of a single unifying architectural envelope for as many site uses as possible (as discussed in relation to pollution above);
  - the architecture should respect the character and heritage of the eastern seaboard environment into which the building/s will be placed, by adding a criterion into the **OPB** to direct the architect to that effect.

68. On the first issue, I have already concluded that a single envelope is not practicable. I also have my doubts as to whether the resultant greater scale of building (which would be very large) would sit comfortably in its setting on the coast; from the sea and Herm; and in views from Vale Castle. The **OPB** does make it clear that all buildings should be conceived with unity of design, which offers scope for a coherent, more organic, phased approach. It presumes, however, a high degree of skill and consistency in controlling each phase of building and each type, whoever is building it. The brief can do no more than pave the way for it to happen – it is then up to the IDC and the States as a whole.
69. On the second issue, Deputy Bisson drew attention, in an eloquent analysis of the local environment, to the traditional shapes, textures and colours of the north-east corner of Guernsey, with granite walls strongly set against the sea. He suggests that, without resorting to pastiche, elements of that tradition should be incorporated in the new development alongside new technology. He warns against, nonetheless, taking that approach to its extreme by covering up or hiding the buildings, or hoping trees will eventually mask it. Conversely, a completely new and dominant structure that fails to respect tradition would, he feels, be a catastrophe.
70. The IDC view is that the **OPB** should avoid being over-prescriptive in its design advice, avoiding detailed design criteria (as laid down in **Annex 2(1v) of the 1995 UAP**). It feels that Deputy Bisson's approach is leaning too far in that direction. Within that context, the IDC does suggest an addition to **Paragraph 2.4.6**, to clarify its views on ameliorating the impact of development on its setting. It would ask, in summary, that any submitted scheme should demonstrate that it has been conceived with due regard being paid to the impact on the character and heritage of the eastern seaboard of Guernsey – but would not specify materials or forms.
71. That would seem to me to be a sensible criterion that, with some adjustment, gives scope for an imaginative use of references to local tradition. It would perhaps be better applied at a more micro-scale or in the local landscape treatment, without thereby constraining the bigger picture where I feel a more robust approach is appropriate. I shall recommend a form of words accordingly.
72. On that more fundamental level, there is to my mind (and, I note, also in the mind of the States' landscape consultant, Mr P. Warren) a degree of inconsistency in the brief's approach to good design. It talks about "minimising visual impact" and about a "gateway feature" with a "sculptural form". It asks for the visual impact to be "reduced", but for a "strong visual" approach from the sea. It will be difficult to produce (and then evaluate) a design that is both minimal and strong. The architect's concept model, on display at the Inquiry, showed that to be the case for the waste-to-energy plant alone [*see photographs at Document 1/05, Appendix 3*]. Without commenting on its design merits, it did indicate that the plant would be difficult to ignore, or hide.
73. My own view is that good design will be more likely to emerge from adopting more positive statements in the brief – that accept the size of the development, its technology and its gateway location, wholeheartedly. The scale of development, even when built as a linked set of structures, will I believe be beyond what can be integrated into the traditional scale of Guernsey's coastal architecture and land from, as Mr Warren also stressed.
74. There remains one area of concern that I have alluded to earlier in discussing land uses, and is relevant to Deputy Bisson's representations on achieving an integrated design. At present, only the waste-to-energy plant within the first phase of the Longue Hougue project has

reached an advanced stage. There is a degree of commitment to the materials recovery facility and related uses to form an integrated project. A metals recycling plant will require more assessment, including environmental impact studies (**OPB, Section 3.4**). Beyond that, and crucial in views from the north, are the later phase/s of reclamation and development, as yet to be determined.

75. The BoA left me in no doubt at the Inquiry of its commitment to implementing an integrated waste facility and to do so in a way that achieved a consistent design. On the other hand, a planning authority in discharging its functions has to assume that this may not happen – or not happen in the way currently intended, or may not be implemented by the BoA directly. I therefore raised with the IDC the question of the available powers for ensuring that all the elements of the IWMF are constructed and a note was produced for me [*Document I/03, Appendix 3*].
76. I understand from that advice that an approved **OPB** determines the uses to which the land is put; and any change would require a new brief and an inquiry. There remains, nonetheless, the question of whether any application for the waste-to-energy plant (or any other element of the whole) should be accompanied by legal mechanisms or obligations for ensuring that the other parts of the IWMF are built. Many of my conclusions in this report assume environmental benefits will accrue from the completion of the whole scheme.

### **RECOMMENDATIONS**

77. I find that, legitimately within the scope of an outline planning brief, it would be conducive to achieving a good design for the IWMF (and as a precedent for later phases) to give a more positive steer to the architecture and landscape of Longue Hougue.
78. **I therefore recommend, in the light of the discussions on design at the Inquiry based on the representations and on my site inspections, that:**
  - ❑ **in Paragraph 3.1, Development Principles, the heading “Reduce Visual Impact” be replaced by “Achieve Good Design”; and the second criteria which says “minimise the impact on significant views of the site” be replaced by “demonstrate how views of the site from land and sea will be enhanced”;**
  - ❑ **in Paragraph 2.4.6, Views, replace “minimisation of visual impact” by “the effect on...” and replace “minimisation of the visual effect of flue stacks” by “the integration of the flue stacks into the overall design”;**
  - ❑ **in Paragraph 2.4.6, Impact on Adjoining Uses, add an additional point between the first and second bullet points to read “Confirmation that any submitted scheme for the site has, in its details, been conceived with due regard being paid to the character and heritage of the eastern seaboard of Guernsey”.**
79. I also find that there remains an issue of how the IDC can ensure in due course that the IWMF concept is carried through in all its phases so as to ensure good design as well as the other environmental benefits of an integrated approach to waste management. I therefore draw that to the attention of the States. Insofar as the **OPB** can deal with this issue, **I recommend.**
  - ❑ **in Paragraph 3.1, Development Principles, add an additional point under the heading “Optimise use of the available land” to read “Demonstrate how each element of development and its infrastructure is to be phased and linked, or how it relates to a previous phase”.**

**OVERALL CONCLUSION & RECOMMENDATION**

80. I have made a limited number of recommendations for change to the **Outline Planning Brief** (and none to the **Draft Alteration to the Urban Area Plan**) Within the context of strategic decisions already taken by the States, that reflects the care with which they have been prepared and my judgement of the soundness of their approach to the future development of Longue Hougue. It reflects also the thought that has gone into accommodating, in a way appropriate to Guernsey, the overlap between land use planning and environmental controls in regulating potentially polluting development. That is important where, as here, the scope, design and environmental impact of an Integrated Waste Management Facility and its relationship to other uses continues to evolve.
81. As all parties at the inquiry acknowledged, much will therefore depend upon the thought and commitment to be exercised by the regulatory and implementing bodies, who will be involved in turning principles and plans into a three-dimensional reality. My individual recommendations seek to help that process, so as to ensure a safe and attractive development of Longue Hougue in due course, capable of accommodating a range of land uses and phases. I do so in the belief that it is with the land use planning process that aspirations of quality begin to take shape and enforceable standards are set.
82. **I RECOMMEND, subject to the adoption of my suggested amendments to the text set out above, that the Draft Alteration to the Urban Area Plan (1995) and Outline Planning Brief for the Longue hougue Reclamation Site and Key Industrial Area, Phase One, be approved.**



**Keith Durrant MA BArch(Hons) RIBA ARIAS MRTPI FRSA**

**Inspector**

*4 February 201*



**Appendix 1:****Schedule of Representations and Further Representations**

No.	Name	Subject	Paragraph number
1.	Board of Administration	Provision of clarification in respect of statements made as part of the environmental impact assessment.	–
2.	Guernsey Gas Ltd/Kosangas (Guernsey) Ltd	Space required for installation of underground storage facilities for LPG.	OPB paragraph 2.4.4
		Proposal that primary access and emergency access two way road on western side of Longue Hougue reclamation site be moved eastwards.	OPB paragraph 2.4.7 – Access and Traffic Circulation
		Proposal that an area of land adjacent to the existing Guernsey Gas/Kosangas eastern site boundary be left free from development.	Perry's Professional Guide 11G3 and 11G4
3.	Mr and Mrs J W Hardy	Objection to the choice of southern access to site as the main approach to the Integrated Waste Management Facility (IWMF) and the subsequent port related facilities because of proximity of main approach to residential property and inclusion of property injunction improvement.	OPB paragraph 2.4.7 – Access and Traffic Circulation
4.	Deputy Roy Bisson	To ensure that even consideration is given to the provision of a single structure to cover all elements of the Waste to Energy (WTE), Materials Reclamation Facility (MRF) and other elements, to the benefit of the neighbours, workers and the Island as a whole.	OPB paragraph 2.4.6 – Grouping
		Proposal to encapsulate all the elements of the site under a single canopy.	OPB paragraph 3.1 – Reduce Visual Impact
5.	Deputy A L Robilliard	Objection to siting of Waste to Energy (WTE) plant at Longue Hougue site. Representor makes particular reference to air and wind direction and danger to human health and quality of life.	–
6.	Deputy A L Robilliard	Lack of regulations enforcing the disposal of waste in a sustainable manner prior to the construction of a Waste to Energy plant. Representor contends that waste disposal, recycling etc, should be in place prior to building an incinerator.	–

7.	Deputy P A C Falla	Representor expresses grave concern about the effect that the main approach road to the Integrated Waste Management Facility (IWMF) will have on neighbouring properties. The representor also questions the adequacy of the access road from this junction onto the Reclamation Site, considering the amount of traffic it will have to carry.	OPB paragraph 2.4.7 – Access and Traffic Circulation
8.	Deputy John Gollop	General support for industrial site and support for Longue Hougue Reclamation site as best option for location.	Part One Alteration to the Urban Area Plan
9.	Deputy John Gollop	Support for “Gateway to Guernsey” location with emphasis on attractive visual enhancement,	Part One Alteration to the Urban Area Plan paragraph 1.3
10.	Deputy John Gollop	Consideration needs to be made to strengthening the residential and recreational uses.	OPB paragraph 2.3 – Development of existing and adjoining uses
11.	Deputy John Gollop	Need to create guarantees on noise, odour and pollution zone.	–
12.	Deputy John Gollop	Visual impact of industrial and waste to energy needs greater protection of environmental control	OPB paragraph 2.4.6 – Visual impact
13.	Deputy John Gollop	Lack of guarantees on wind blown debris	OPB paragraph 3.1 3.1 – Development principles
14.	Deputy Roy Bisson	To require the unified architectural concept to respect and follow the characteristics of Guernsey’s eastern seaboard in its design, colour and use of materials.	OPB paragraph 2.4.6 – Visual impact
15.	Deputy Peter Bougourd	Longue Hougue incinerator is too close to residential areas. There is a more appropriate use for the area.	–
16.	Deputy Peter Bougourd	Longue Hougue incinerator – due weight has not been given to the traffic problems.	–
17.	Friends of the Earth	Further representation supporting representation number 6, which concerns lack of regulations enforcing the disposal of waste in a sustainable manner prior to the construction of a Waste to Energy plant.  Representor contends that waste disposal, recycling etc, should be in place prior to building an incinerator.	–
18.	Board of Administration	Further representation opposing representation number 2.	–



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19.	Board of Administration	Further representation opposing representation number 3.	–
20.	Board of Administration	Further representation concerns representation number 7	OPB paragraph 2.4.7 – Access and Traffic Circulation
21.	Board of Administration	Further representation opposing representation number 4	OPB paragraph 2.4.6 – Grouping OPB paragraph 3.1 – Reduce Visual Impact
22.	Board of Administration	Further representation opposing representation number 5	–
23.	Board of Administration	Further representation opposing representation number 6	–
24.	Board of Administration	Further representation opposing representation number 9	Part One Alteration to the Urban Area Plan paragraph 1.3
25.	Board of Administration	Further representation opposing representation number 10	OPB paragraph 2.3 – Development of existing and adjoining uses
26.	Board of Administration	Further representation concerning representation number 11	–
27.	Board of Administration	Further representation concerning representation number 13	OPB paragraph 3.1 – Development principles
28.	Board of Administration	Further representation opposing representation number 14	OPB paragraph 2.4.6 – Visual impact
29.	Board of Administration	Further representation opposing representation number 15	–
30.	Board of Administration	Further representation opposing representation number 16	–
31. 32. 33.	Roland Ogier	Further representations opposing representation numbers 5, 15 & 16	–

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## Appendix 2:

### Appearances at the Inquiry

#### For the Island Development Committee

Deputy John Langlois (President, IDC)

Mrs Barbara Le Pelley (Principal Forward Planning Officer)

#### For the Board of Health

Mr Simon Welch (Waste Regulation Officer)

Mr John Cook (Chief Environmental Health Officer)

Mr Tony Rowe (Deputy Chief Environmental Health Officer)

#### For the Board of Administration

Deputy Roger Berry (President, BoA)

Mr Steve Smith (Deputy Chief Executive)

Mr Graeme Falla (Project Director)

#### For the Property Services Unit

Mr Peter Tidd (Director of Transport Services)

#### For the Board of Industry

Mr Richard Brown (Chief Health & Safety Officer, Health & Safety Executive)

#### Consultants to the States of Guernsey

Mr Andrew Mahon (Technical Director, Terence O'Rourke plc)

Mr Andrew Blacker (Chartered Transportation Planner, Scott Wilson Kirkpatrick)

Miss Suzanne Ogier (Planning Consultant, Terence O'Rourke plc)

Mr John Abbott (Principal Consultant, AEA Technology)

Mr Paul Warren (Associate Director – Landscape, Terence O'Rourke plc)

#### Individual Representors and Objectors

Deputy A L Robilliard

Deputy P Falla

Ms M Levrier (Waste & Recycling Officer, Friends of the Earth)

Mr A Spruce (Guernsey Gas / Kosangas Ltd)

Mr R Ogier

Deputy J Gollop

Mr & Mrs J W Hardy

Deputy P Bougourd

Deputy R Bisson

## Appendix 3:

### Supporting Documents submitted at the Inquiry

#### *Submitted by the Island Development Committee*

Document I/01	Letter from the President, Advisory & Finance Committee, 27/09/01
Document I/02	Housing Land Availability Study, July–September 2001
Document I/03	Advice on Phased and Linked Development

#### *Submitted by the Board of Administration*

Document I/04	Fitting an IWMF into Mont Cuet (from OHP slides)
Document I/05	Photographs of concept model

#### *Submitted by the Property Services Unit*

Document I/06	Alternative access arrangements (indicative sketch plans)
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#### *Submitted by Individual Representors & Objectors*

Document I/07	Possible siting of underground LPG tanks (Guernsey Gas)
Document I/08	Photographs showing polluting effects of waste disposal (Deputy Bisson)
Document I/09	Photographs showing character of Eastern Seaboard (Deputy Bisson)

**Note:** The texts of Representations, Further Representations and related Evidence given at the inquiry (where submitted in writing) and therefore the subject of debate are not listed as Inquiry Documents. Those listed below were submitted as background or factual information.

#### *Background Statements and Presentations*

Document B/01	Opening Statement by the President of the IDC
Document B/02	Opening Statement by the President of the BoA
Document B/03	OHP presentation slides by Mr S Smith, Mr G Falla & Mr A Mahon
Document B/04	Statement by Mrs B Le Pelley on the scope of the Inquiry
Document B/05	Statement by the Board of Health on Environmental Pollution Legislation

## **Appendix 4:**

### **Core Reference Documents**

Urban Area Plan 1995

Island Development (Guernsey) Law 1966 plus Amendments

Island Development (Use Classes) Ordinance 1991

Billet d'État II 1997 (Control of Environmental Pollution Legislation)

Billet d'État XX 1998 (Harbour extension)

Billet d'État XV 1999 (Freight transfer operations)

Billet d'État XVIII 2000 (Temporary boat moorings)

Billets d'État XI and XXII 1996 (Carcass incinerator)

Billet d'État XII 1998 (Solid Waste Strategy)

Strategic and Corporate Plan 2001

IDC Code of Practice for Undertaking Environmental Impact Assessment in Guernsey, August 2001

Letters from UK Health and Safety Major Hazards Assessment Unit

Guernsey Integrated Waste Management Facility Environmental Statement and supporting documents

EU Directive: Incineration of Waste: 2000/76/EC

EU Directive: Dangerous Substances: 76/464/EEC

Local Environmental Quality, Receiving Water Standards

Environmental Health Department, Noise Standards

Loi relative à la santé publique 1934, plus amendments

Public Health Ordinance 1936, plus amendments

Transfrontier Shipment of Waste (Guernsey) Ordinance 2001

Solid residue – EU standards

Basle Convention obligations on solid residue disposal

Air Quality Process Guidance Note PG-513 (95) UK

**A SET OF THE DOCUMENTS LISTED IN APPENDICES 3 AND 4 OF THE  
INSPECTOR'S REPORT HAS BEEN LODGED AT THE GREFFE FOR THE  
INFORMATION OF MEMBERS OF THE STATES**

**APPENDIX B**

**ALTERATION TO URBAN AREA PLAN**

**AND**

**OUTLINE PLANNING BRIEF  
LONGUE HOUGUE LAND RECLAMATION SITE  
AND KEY INDUSTRIAL AREA**

STATES OF GUERNSEY  
**ISLAND  
DEVELOPMENT  
COMMITTEE**



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ALTERATION TO THE URBAN  
AREA PLAN

AND

OUTLINE PLANNING BRIEF

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LONGUE HOUGUE  
LAND RECLAMATION SITE AND  
KEY INDUSTRIAL AREA

PHASE ONE

DRAFT

ALTERATIONS AND ADDITIONS TO THE URBAN AREA PLAN (1995)

OCTOBER 2001

## ISLAND DEVELOPMENT COMMITTEE

### **ALTERATION TO THE URBAN AREA PLAN AND OUTLINE PLANNING BRIEF FOR PHASE 1 OF THE LONGUE HOUGUE LAND RECLAMATION SITE AND KEY INDUSTRIAL AREA**

#### **Foreword**

##### **Purpose of the Document**

This document proposes an Alteration to the adopted Urban Area Plan (1995) and is also an Outline Planning Brief (OPB) for Phase 1 of the Longue Hougue Land Reclamation Site and Key Industrial Area. The intention behind the OPB is to optimise use of the existing and future reclaimed land and to provide a framework for planning its future development. It is prepared in accordance with the Island Development Law (1966), as amended, and follows the policy guidelines of the Island's Strategic and Corporate Plan.

##### **Phasing of the Outline Planning Brief**

At the present rate of landfill, the Longue Hougue site could be reclaimed in 12 years. However, as the rate is variable, it may take longer than this.

It was originally envisaged that an OPB would be prepared for the reclamation of the site as a single project. However, with the varying rate of fill, this approach is not efficient, as completed tracts of reclaimed land remain undeveloped until the whole of the site is ready for development. This also makes it difficult to see the relationship between the individual tracts of land and the remainder of the Key Industrial Area. Hence, the Brief is needed to identify the most efficient means of laying out the area before appropriate uses can be accommodated.

In light of this, the IDC has decided to prepare the OPB in phases, ensuring that access to future phases is safeguarded. The area of land that will be covered by the complete OPB is shown on Figure 1. This includes:–

- The Longue Hougue Land Reclamation Site (known as Longue Hougue II), currently being created by inert waste landfill adjacent to the south eastern side of St. Sampson's Harbour;
- The Key Industrial Area (known as Longue Hougue I) consisting of previously filled and partially developed land to the south east of Bulwer Avenue;

Phase 1 of the OPB specifically relates to land, shown in Figure 2, that is likely to become available for development over the next five years and to land uses that may need to be accommodated within that time. It will also ensure that the remainder of the Key Industrial Area will not be compromised in terms of future development potential. Further phases of the OPB will be produced from time to time as additional land becomes available.



## **Structure of the Document**

This document is in four parts:–

### **PART ONE**

- Defines the Alteration to the Urban Area Plan which will set out the policy context for the OPB; sets out the long term strategy for the Key Industrial Area; identifies the land uses which need to be accommodated at Longue Hougue within the next five years; and indicates, in principle, those land uses that will need to be planned for beyond that period.

### **PART TWO**

- Defines the Outline Planning Brief; assesses how neighbouring uses, constraints and potential risks associated with the proposed uses of the site impact on the development of the Land Reclamation Site.

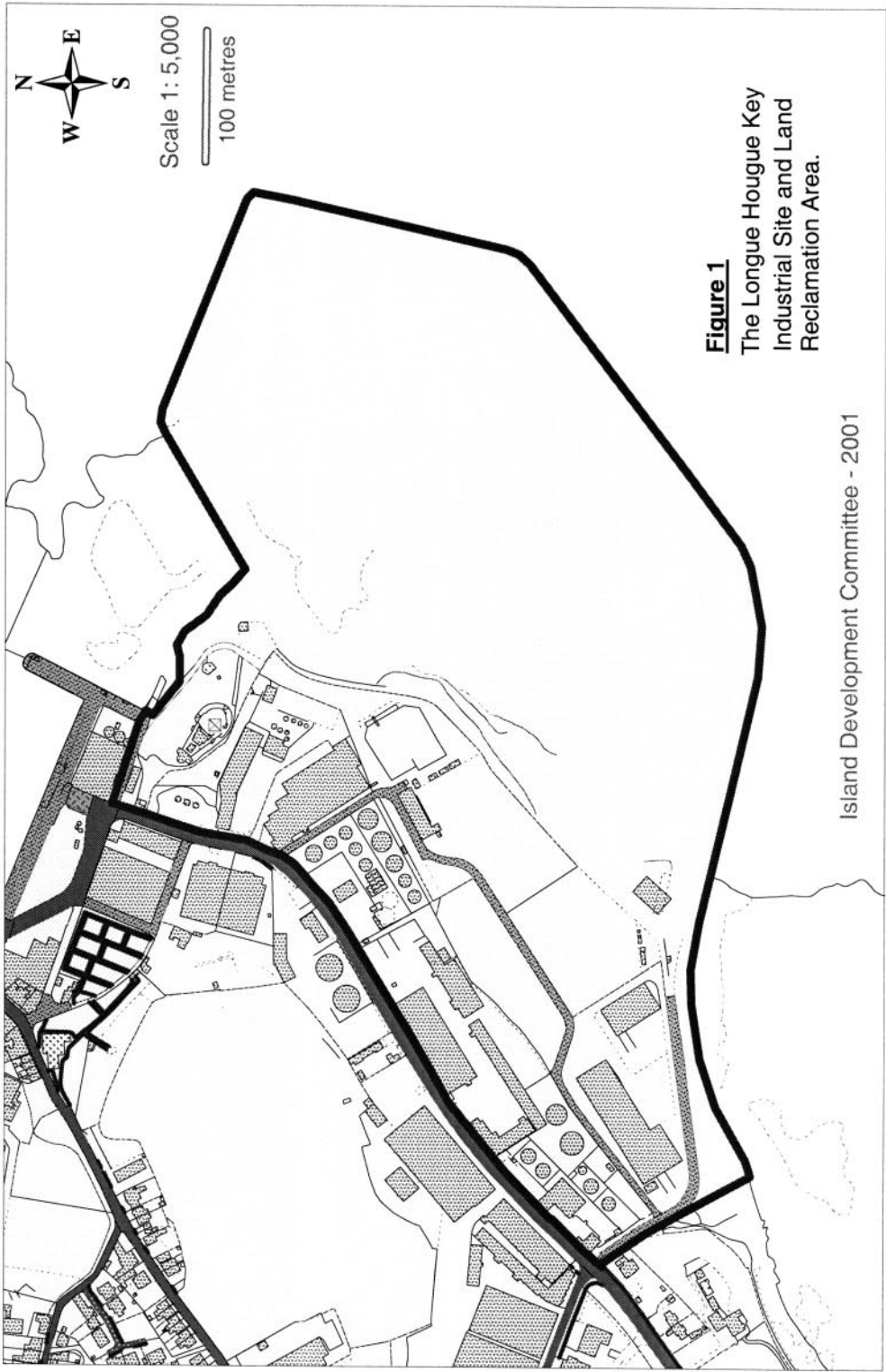
### **PART THREE**

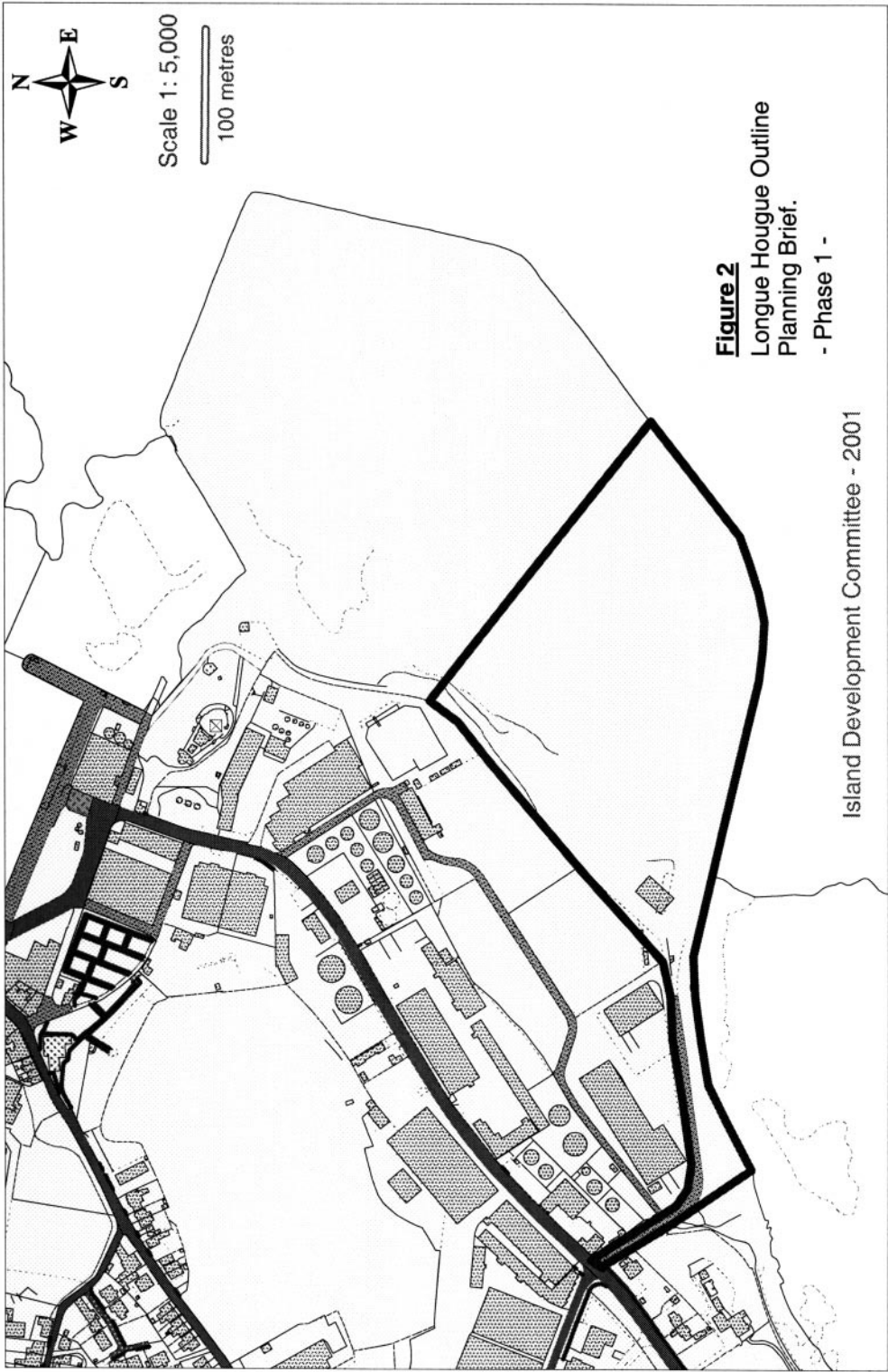
- Sets out the planning criteria for developing the Key Industrial Area; site circulation and layout; criteria for mitigating any likely adverse impacts and minimising risk, and; the procedures the IDC will follow in considering proposals within the area covered by the OPB.

### **PART FOUR**

- Identifies the technical references on which the OPB is based, which include an Environmental Impact Assessment for some of the proposed land uses.

Phase 1 of the OPB has been prepared in co-operation with relevant States Committees and other interested parties, in accordance with the provisions of the adopted Urban Area Plan.





## **CONTENTS**

### **Part One**

#### **ALTERATION TO THE URBAN AREA PLAN**

##### **Developing a strategy for the Land Reclamation Site and Key Industrial Area**

- 1.1 Policy context for the Alteration
  - 1.1.1 States Resolutions
  - 1.1.2 The Island Development Law (1966), as amended
  - 1.1.3 Strategic and Corporate Plan
  - 1.1.4 Urban Area Plan 1995 (UAP)
- 1.2 Summary of long term strategy for the Longue Hougue Land Reclamation Site and Key Industrial Area
- 1.3 Proposed policy and textual amendments to the Urban Area Plan
- 1.4 Priority land uses for the next five years
- 1.5 Land uses beyond five years
- 1.6 Environmental Impact Assessment in Guernsey

### **Part Two**

#### **OUTLINE PLANNING BRIEF FOR THE LONGUE HOUGUE LAND RECLAMATION SITE AND KEY INDUSTRIAL AREA**

- 2.0 Site characteristics
- 2.1 Ownership
- 2.2 Description
- 2.3 Development implications of existing and adjoining uses
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  - 2.4.2 Construction on reclaimed land
  - 2.4.3 Continuing land reclamation
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    - 2.4.5.2 Water
    - 2.4.5.3 Noise and vibration
    - 2.4.5.4 Light
    - 2.4.5.5 Odour
    - 2.4.5.6 Energy Pollution
    - 2.4.5.7 Solid and liquid residue disposal
  - 2.4.6 Visual Impact
  - 2.4.7 Access and traffic circulation

### **Part Three**

#### **PLANNING CRITERIA FOR DEVELOPING THE LAND RECLAMATION SITE AND KEY INDUSTRIAL AREA**

- 3.1 Development Principles
- 3.2 Site layout: Phase 1 uses
- 3.3 Need for Compliance Document
  - 3.3.1 Compliance with Development Principles
  - 3.3.2 Compliance with mitigation of environmental impacts
  - 3.3.3 Compliance with mitigation of risk
  - 3.3.4 Compliance with need for an Ongoing Strategy
- 3.4 Additional requirement for Environmental Impact Assessment
  - 3.4.1 Metals Recycling
  - 3.4.2 Scope of EIA in respect of Metals Recycling
- 3.5 Planning procedural and consultation arrangements

### **Part Four**

#### **Technical References**

- 4.1 Island Development Law (1966): Section 17 (as amended)
- 4.2 Definition of industrial uses with a high environmental impact
- 4.3 Definition of uses proposed for the Longue Hougue Land Reclamation Site and Key Industrial Area
- 4.4 Definition of Use Classes which are envisaged for Key Industrial Areas
- 4.5 Code of Practice for undertaking Environmental Impact Assessment in Guernsey
- 4.6 Guernsey Integrated Waste Management Facility: Environmental Statement

### **Figures**

- Fig. 1 The Longue Hougue Key Industrial Area and Land Reclamation Site
- Fig. 2 Longue Hougue Outline Planning Brief Phase 1
- Fig. 3 Existing and adjoining land uses at Longue Hougue Land Reclamation Site
- Fig. 4 Major hazard planning consultation zones at Longue Hougue
- Fig. 5 Indicative traffic circulation and access measures
- Fig. 6 Phase 1 Proposals Map
- Fig. 7 Illustrative site profile

## Part One

### ALTERATION TO THE URBAN AREA PLAN

#### Developing a strategy for the Land Reclamation Site and Key Industrial Area

##### 1.1 Policy context for the Alteration

The impetus for progressing this Alteration to the Urban Area Plan is the need to find sites for implementing the States Waste Management Strategy. Suitable sites have been identified at Longue Hougue, but these do not comply with the adopted Plan.

The Outline Planning Brief for developing the Longue Hougue Land Reclamation Site and Key Industrial Area is a requirement of the adopted Urban Area Plan. This needs to be progressed in conformity with the Strategic and Corporate Plan. The policy context for this document is provided by States resolutions, the Strategic and Corporate Plan and the Urban Area Plan.

##### 1.1.1 States Resolutions

Various States resolutions are relevant to the proposed Alteration to the Plan:–

###### Harbour extension

In 1988 (Billet d'État XX) the States resolved to investigate the development of deep water berths for oil/gas and bulk cargo outside St. Sampsons Harbour, including Longue Hougue reclamation site. In 1999 (Billet d'État XV) the States approved further investigations into the feasibility of transferring freight operations from St. Peter Port to St. Sampson's Harbour. At this time, the States were made aware that the Board of Administration considered that 16 acres of the Longue Hougue Reclamation Site should be set aside for port related uses, with an additional 7 acres to be set aside for future development and planning (23 acres in all).

The States resolved in July 2000 (Billet d'État XVIII) to use, in the short term, part of that 23 acres for temporary boat moorings and associated car parking to facilitate installation of marina facilities at St. Sampson's Harbour (this requirement was estimated to be for 15 years).

###### Animal carcass incinerator

In May and October, 1996 (Billets d'État XI and XXIII) the States resolved, as a matter of urgency, to install a small incinerator at Longue Hougue for the disposal of cattle culled as a result of the BSE outbreak.

###### Waste Strategy Assessment

In June 1998 (Billet d'État XII) the States adopted a hierarchy of strategies for the disposal, reduction and management of solid wastes in accordance with strategic policy on the environment. This was to provide an alternative to total reliance on disposal by landfill. Provision of an Integrated Waste Management Facility, including a Waste-to-Energy plant, is a key feature of that strategy. The States specifically directed the Advisory and Finance Committee to:



“commission environmental impact assessments of suitable sites for the location of a Waste to Energy plant, including any adjoining Materials Recovery Facility, waste sorting, separation and transfer operation etc.”

and directed the Island Development Committee to:

“identify appropriately located sites in the Island for the collection, sorting, transfer and recycling of solid wastes and to investigate the advantages and disadvantages of locating such facilities in one location adjoining the Waste to Energy plant”.

An Environmental Impact Assessment (at both strategic and local level) has identified the Longue Hougue Land Reclamation Site as the best practicable environmental option for siting a Waste to Energy Plant as part of an integrated waste management facility for Guernsey. The Environmental Statement forms one of the important reference documents behind this Outline Planning Brief and Alteration to the UAP.

### **1.1.2 The Island Development Law (1966), as amended**

The Island Development Law (1966) and its amendments (the Law) provide the legislative context for preparing the Alteration. It requires the IDC to take account of the provisions of the Strategic and Corporate Plan when preparing and reviewing Detailed Development Plans and in making planning decisions.

The considerations which the IDC must take into account when determining planning applications are set out in 4.1 of Part Four: Technical References.

### **1.1.3 Strategic and Corporate Plan**

The Strategic and Corporate Plan prepared by the Advisory and Finance Committee, includes the Strategic Land Use Plan setting out the environmental, economic and social objectives to be followed by the IDC when preparing Detailed Development Plans. The relevant provisions of the Strategic and Corporate Plan 2001 are contained in section 8 of that Plan and in Strategic policies 15, 21 and 27 (quoted below).

#### Strategic Policy 15:

Priority should be given to port related industrial development and activities with a high environmental impact in existing and future land reclamation areas at St. Sampson's Harbour.

#### Strategic Policy 21

A strategy for the future roles and development of the Harbours should be prepared and kept under review. The Urban Area Plan should accommodate proposals for the development and promotion of the Harbours together with their associated land uses.

#### Strategic Policy 27

Specific provision for sites for the disposal and ancillary operations relating to solid waste, in accordance with strategic policy on the environment, the principles of the Solid Waste Strategy, and revised environmental health legislation, should be investigated with a view to commencing implementation of infrastructure in 2000.

### **1.1.4 Urban Area Plan 1995 (UAP)**

The UAP identifies the need to accommodate certain Industrial Uses with Priority for Relocation at Longue Hougue. Statement of Intent 11 of the Plan states:–

“In the future planning of the Land Reclamation Site, the Island Development Committee (IDC) will seek to ensure that adequate areas are allocated to accommodate the Industrial Uses with Priority for Relocation”. In Table 1, paragraph 3.9.10, the Plan specifies those uses as:–

- LPG storage at the Bouet
- Gasometer at the Bouet
- Scrap Metal Yard adjacent to Longue Hougue Reservoir”

The UAP also identifies a requirement for 13 acres of land for uses associated with the proposed development of deep-water berths at St. Sampson’s Harbour.

Since adoption of the UAP, considerable progress has been made in relocating the ‘bad neighbour’ industrial uses referred to in Table 1: – the LPG storage has been relocated to the previous land filled area at Longue Hougue I and there is no longer a need to accommodate a Gasometer. The scrap metal yard continues to create a pollution threat to the Longue Hougue Reservoir and remains to be relocated. The overall requirement for port related uses has increased to 23 acres. A small carcass incinerator for animals, primarily infected with BSE, has been constructed on part of the reclamation site and temporary boat moorings are being installed in the unfilled portion of the site.

## **1.2 Summary of Long term strategy for Longue Hougue Key Industrial Area and Land Reclamation Site**

The policy context sets out a long term strategy for the Longue Hougue Reclamation Site and Key Industrial Area which is to provide for:–

Port related industrial development and activities with a high environmental impact\*.

\*A definition of industrial uses with a high environmental impact can be found in 4.2 of Part Four: Technical References.

The UAP no longer conforms to that strategy and an Alteration to the UAP is needed to clarify the policy basis for the OPB.

## **1.3 Proposed Alteration to the Urban Area Plan**

The strategy envisaged for the Land Reclamation Site is set out in Section D of the Industry chapter of the UAP. In particular, paragraphs 3.9.10, 3.9.11, Table 1 and Statement of Intent 11, are relevant. Policy IND3 of the UAP also specifies the use classes to be accommodated on Key Industrial Areas, of which the Land Reclamation Site forms part.

An amendment to the UAP (1995) is now needed to guide preparation of the OPB, as Section D of the Industry chapter does not comply with Strategic Policy 15 of the Strategic and Corporate Plan 2001. Moreover, Policy IND3 of the UAP does not include all of the High Environmental Impact uses of strategic significance now identified for Longue Hougue and envisaged by Strategic Policy 15.

**This document, therefore, seeks to alter the Urban Area Plan 1995, in addition to providing an Outline Planning Brief for the future use of the Longue Hougue Reclamation Site and Key Industrial Area. Section D of the existing Industry Chapter will be substituted to provide a policy background for the Brief. A new policy (IND3A) will also be introduced to enable an Integrated Waste Management Facility to be provided at Longue Hougue, in addition to the uses falling within Use Classes 48-59 inclusive\* and, exceptionally, Use Classes 38-47\* permitted by Policy IND3.**

\*A definition of these Use Classes can be found in 4.4 of Part Four: Technical References.



### **Proposed wording for new Section D of the Urban Area Plan Industry Chapter**

The following two paragraphs and proposed policy, all in italics, should be substituted for Section D of the Industry Chapter of the UAP, set out on pages 106-107.

– Start of substitution –

#### **D DEVELOPMENT OF THE LAND RECLAMATION SITE**

3.9.10 The land created by the extension of the Longue Hougue reclamation scheme (known as Longue Hougue II) will be an important resource for development during the life of the Plan and beyond. It is anticipated that a proportion of the area will be required for port related industrial development, with the balance largely providing a home for activities with a high environmental impact, including integrated waste management facilities and uses which could potentially create a pollution threat to Longue Hougue Reservoir.

3.9.11 The Land Reclamation Site is part of the Key Industrial Area bisected by Bulwer Avenue. It is the area of land being created by land fill on the south side of St. Sampson's Harbour, abutting a previous land reclamation site known as Longue Hougue I. The Board of Administration have indicated that approximately 23 acres will be required for port-related industrial uses, resulting from the proposed deep water harbour facilities, leaving the balance available for new industrial development.

**IND3A At the Longue Hougue Key Industrial Area and Land Reclamation Site, the priority will be to accommodate:–**

- **An Integrated Waste Management Facility;**
- **Industrial uses with a high environmental impact;**
- **Uses falling within Use Classes 48-59 inclusive; and**
- **Port related industrial uses.**

**To ensure that the Key Industrial Area and Land Reclamation Site are planned comprehensively, the IDC will prepare an Outline Planning Brief for development of the land to the east of Bulwer Avenue.**

**The two underlying principles of the Outline Planning Brief will be to:–**

- **Optimise the use of the available land**
- **Achieve a good overall development which enhances the Key Industrial Area and recognises the importance of the site's 'Gateway to Guernsey' location.**

– End of substitution –

#### **1.4 Priority land uses for the next five years**

Following a survey to establish the land requirements for uses with a high environmental impact and an assessment of the land supply likely to become available at Longue Hougue, the first phase of land release will be concerned with those uses, which are of strategic significance to the island. These are:–

An Integrated Waste Management Facility comprising:–

- Waste to Energy Plant
- Materials Recovery Facility
- Civic Amenity Site
- Metals Recycling
- Continuing animal carcass incineration

If sufficient land is available, phase 1 will also include:–

- Slaughter house
- Knacker's Yard

A description of these uses and their anticipated land requirements can be found in 4.3 of Part Four: Technical References.

Inert land fill will continue during the first and subsequent phases of the OPB. The unreclaimed portion of the site, eventually to be used for port related facilities, will be used for boat moorings on a temporary basis. At present rates of fill, this is assumed to be for 15 years.

### **1.5 Land uses beyond five years**

It is essential that the land requirement for port related facilities be clarified in future phases of the OPB. In this respect, the Strategic and Corporate Plan requires the preparation of a strategy for the future roles and development of the harbours. The strategy will identify which port related uses need to be given priority. The area of reclamation site available for other uses beyond those established in phase 1 will only be apparent on completion of that strategy.

Examples of other uses that might require land at Longue Hougue include a Waste Water Treatment Facility (WWTF) and high environmental impact uses of lesser strategic significance than those to be accommodated in phase 1. The suitability and feasibility of using part of the Longue Hougue site for a WWTF (and a comparison of Longue Hougue with other potential sites) will be tested through an EIA before further phases of the OPB are brought forward. This will also assess the implications of using part of the reclamation area for a WWTF on the provision of port related facilities and the potential for accommodating high impact uses of lesser strategic significance.

### **1.6 Environmental Impact Assessment in Guernsey**

The States have directed that the IWMF should be subject to an Environmental Impact Assessment. Guernsey Planning Law does not, at present, contain a mechanism for conducting such assessments. This will be incorporated into the new Planning and Development Law, currently being progressed by the IDC. In the interim, the IDC has adopted a Code of Practice for Environmental Assessment in Guernsey to clarify the issues that need to be addressed. This OPB has been prepared in accordance with the Code of Practice (referred to at 4.5 of Part Four: Technical References). The requirement for a Compliance Document to be submitted with any formal proposals to develop the site will complete the Environmental Impact Assessment required by the States.

Reference to the Environmental Statement can be found at 4.6 of Part Four: Technical References. Detailed topic papers from the Environmental Impact Assessment are available on request. Only the key issues are summarised in the OPB.

## **Part Two**

### **OUTLINE PLANNING BRIEF FOR THE LONGUE HOUGUE LAND RECLAMATION SITE AND KEY INDUSTRIAL AREA**

#### **2.0 Site Characteristics**

##### **2.1 Ownership**

The area, subject to phase 1 of the OPB, is in the ownership of the States and managed by the Board of Administration.

##### **2.2 Description**

The reclamation site, adjoining the south side of St. Sampson's Harbour, is roughly trapezoidal in shape. Land is being formed by the deposit of inert waste materials into an area encircled by a rock bund built out into the Little Russell. The rock bund encircling the reclamation site is unlined and all the existing and future reclaimed land is subject to tidal movements. It has recently been breached in the north-west corner to allow access to the boat moorings which are currently being installed in the unfilled portion of the site.

The site is featureless, exposed to the elements and visually prominent in the main approaches to Guernsey by sea and air. It is highly visible in views from the Little Russell, from large parts of St. Peter Port, from Vale Castle, The Bridge and from Bordeaux. It is also visible from the eastern seaboard as far as Jerbourg Point and in views from Herm and Sark.

Approximately 5 acres of land has been created, to date, and 22 acres remains to be reclaimed, creating an eventual new landmass of 27 acres. Undeveloped land adjoining to the west of the reclamation site could increase the area available for development to 30 acres but this is currently in use for new vehicle storage. Within the next five years, it is estimated that 7 acres of new land can be made available, subject to the availability of fill materials.

##### **2.3 Development implications of existing and adjoining uses**

###### **Landfill site**

The present use of the site is predominantly a landfill area for inert materials. Provision needs to be made for this use to continue without disturbance to existing and proposed uses. It is unlikely that the present rate of fill will be sufficient to enable the priority land uses to be established within the envisaged timescale and imported fill may be required to create new land. This will have implications on the order in which new uses are established.

###### **Carcass incinerator**

An animal carcass incinerator has been constructed on the southern part of the reclaimed area. This facility needs to be retained, although not necessarily in its present location, where it has an adverse impact on optimising the use of the reclaimed land.

###### **Recreational uses**

The States has agreed to provide temporary boat moorings for 15 years in the unreclaimed area eventually envisaged for port related facilities. An informal recreation area adjoins the southern boundary of the site at Spur Point and it is important that public access to this area is safeguarded.

Recreational users of the area could be susceptible to the impact of noise, dust, air, odour and light pollution and to the visual impact of any structures/facilities during both construction and operation. Measures to minimise any potential adverse impacts will be essential.

#### Industrial uses

The site is adjoined to the west by a boat building yard, a removals and shipping operator, warehousing, new car storage and a car body works. Disturbance to these uses needs to be minimised during construction works and when the new uses, in particular the IWMF, are operational. The impacts of potential disturbance through noise, air, odour and dust pollution need to be considered.

#### Residential uses

The site is abutted to the south by three residential properties. Maintaining the amenity of these properties is a key issue. Visual impact, light nuisance and all forms of pollution need to be minimised, during both construction and when the new uses, in particular the IWMF, are operational.

#### Hazardous uses

High-pressure liquid petroleum gas storage and a bulk flammable liquid fuel farm adjoin the site to the north-east. A further flammable liquid fuel farm is to the south-west, adjoining the main access route from Bulwer Avenue. The Major Hazards Assessment Unit of the UK Health and Safety Executive have carried out a site specific risk assessment of the high pressure LPG storage and through computer modelling has developed risk contours which must be considered when looking at land use planning in the immediate vicinity. (Figure 4). The Assessment Unit has also given guidance on the types of development proposed, i.e. persons present! types of occupant etc., and layout and design. There are significant implications for the degree of public access to parts of the site and a limit of 40 members of the public at one time is recommended at the proposed Civic Amenity Site.

#### Natural heritage

The reclamation site is abutted to the north and east by the sea. There is considerable natural heritage interest in Belle Greve Bay. However, although the site itself is of little natural heritage interest, it is important to protect the adjoining interest which could be susceptible to water borne pollution and noise disturbance both during and after construction of the IWMF.

#### Cultural heritage

Some archaeological and heritage interest is present in the north west corner of the Key Industrial Area at Mont Crevelt (scheduled monument), a pre-Martello Tower. A watching brief may be required if new areas of excavation reveal archaeological interest. The impact of large-scale development on the setting of Vale Castle also needs to be considered.

#### Shell fish farm

A shell fish farm in the Little Russell, 2km from Longue Hougue, could be susceptible to water borne pollution from substances tipped into Longue Hougue during and after construction. Mitigation measures need to address this possibility.

Existing and adjoining land uses are shown on Fig. 3.





## **2.4 Constraints on developing the site**

### **2.4.1 Underlying rock strata**

Gabbro bedrock underlies all the fill material at Longue Hougue. Complex fractures, joints and fissures in the rock are believed to result in saline groundwater migration to Longue Hougue reservoir. Construction works have the potential to exacerbate ground disturbance, increasing the risk of pollutants migrating through to the reservoir. Any blasting operations, the installation of ground anchors or the construction of storage bunkers pose the risk of generating new or enlarging existing fracture networks within the bedrock, potentially creating new pathways for saline water to reach the reservoir. The EIA advises that blasting and ground disturbance should be kept to a minimum. The States Water Board should be consulted on ground works at the detailed planning stage.

### **2.4.2 Construction on reclaimed land**

There has been a long history of land reclamation between Bulwer Avenue and the present landfill site. Previous landfill of the area known as Longue Hougue I comprises a 10–13m deep mixture of sand, gravel, concrete blocks and domestic refuse. Overlying this in some areas is a 1–5m thick layer of sandy loess. The filled land forms an unstable base for building and produces methane gas. Buildings in the Longue Hougue I area have been designed with appropriate mitigating measures. Migration of landfill gas to nearby parts of the new reclamation area (Longue Hougue II) is a possibility, but is not considered a significant issue.

Settlement of the inert landfill material and the presence of corrosive seawater seeping into the filled ground will affect the stability of development land at Longue Hougue II. Ground anchors, tanking or other remedial measures may be required to overcome the impact of changing tidal levels on the foundations of buildings.

### **2.4.3 Continuing land reclamation**

Inert landfill will continue throughout phase 1 and subsequent phases of the OPB until reclamation is completed. Additional imported fill may also be needed. Final site levels are likely to vary according to proposed uses for the site and the need to minimise adverse environmental impacts by setting buildings down lower into the site. Adequate provision must be made to ensure that tipping can continue at the same time as the site is being developed and that appropriate fill levels are achieved.

### **2.4.4 Adjoining hazardous uses**

A number of hazardous uses occur within the existing developed industrial area between Bulwer Avenue and Longue Hougue II. These include 11 above ground LPG storage tanks and 5 mounded tanks. There are also two fuel farms. LPG and other highly flammable liquids are imported to the island at berths on the south and north sides of St. Sampson's Harbour immediately to the north west of Longue Hougue Reclamation Area. A series of planning consultation zones (see Figure. 4), associated with the LPG storage tanks, indicates Longue Hougue II as falling within the areas of highest and medium risk. The consultation zones are a consequence of a site specific risk assessment carried out by the UK Health and Safety Executive's Major Hazards Assessment Unit. However, the UK Major Hazard Assessments Unit has commented that the development of Longue Hougue II will not create unacceptable levels of risk, subject to certain conditions to minimise risk to persons using the proposed Civic Amenity Site.



**Figure 4**

Major Hazard Planning  
Consultation Zones

The installation of additional underground storage facilities for LPG to replace above ground storage would reduce the risk although there will always be an element of risk from the installation. The practicability of achieving additional underground storage will be considered in future phases of the OPB.

#### **2.4.5 Risk of pollution**

As the uses proposed for the reclamation area are of high environmental impact, reduction of the risk of pollution is a key issue. The pollution risks which need to be considered are set out below:–

##### **2.4.5.1 Air quality**

Air quality is a significant issue at local, national and international levels. The EIA has focussed on identifying the potential impacts of the IWMF on local air quality and human health, also taking into account global issues.

Benchmark mitigation measures have been identified, specifically for the WtE plant, as this is likely to have the greatest potential for impact on air quality. The measures are set out in the Environmental Statement. A combination of technology and stack height (likely to be greater than 30 metres) should enable emissions from the WtE plant to comply with the recommended guidance and legislation.

##### **2.4.5.2 Water**

Protection of the water environment is a significant issue. Several activities on the site of the proposed IWMF have the potential to affect the water environment, both during construction and operation of the facility. Care is needed to ensure that the island's drinking water supply is not contaminated. The close proximity of the site to the sea means that careful consideration needs to be given to several aspects of the marine and coastal environment, including ecology, fisheries and recreation.

The Environmental Statement recommends that the site should be designed and operated in such a way as to prevent the release of any polluting substance into soil, groundwater, surface water or the sea. A suggestion is that fuel, oil and chemical storage should be on an impervious base within a bund and secured. The base and bund walls should be impermeable to the material stored. Storage capacity of the bund should be at least 110% of the stored liquid volume.

##### **2.4.5.3 Noise and vibration**

The proposed development will introduce a number of noise sources to the area. The activities at the civic amenity site and the MRF have the potential to generate noise through plant and machinery movements and increases in local road traffic.

The WtE plant will include a number of noise generating components, including:

- Waste handling plant
- Heat recovery system and associated fans
- Gas clean up system
- A steam turbine
- Air cooled condensers
- Exhaust stack
- Mobile plant for handling waste material and solid residues
- Lorries for transport of materials to and from the site



The proposed development will also introduce a number of potential sources of vibration to the area, including:

- Fixed plant (conveyers, boilers, fans etc.)
- Increased road traffic
- Construction

The EIA identifies specific noise and vibration control standards and measures to reduce these impacts both during construction and operation of the IWMP. These have been considered, along with the statutory provisions of the Guernsey Environmental Health legislation, in identifying the standards set out in Part Three of this Brief.

#### 2.4.5.4 Light

The IWMP will operate during the hours of darkness and will require fixed artificial light sources. In addition, mobile plant and vehicles will need illumination during the hours of darkness. Adequate design, management of operations and screening will be necessary to prevent light, which is a statutory nuisance in Guernsey, from becoming a problem for nearby residents.

#### 2.4.5.5 Odour

Odour can be produced from waste and some waste management processes, including waste bunkering and baling and from sewage sludge treatment. Odours are primarily associated with the decomposition of organic material in the waste. While odours are not generally perceived as representing a public health hazard, they can constitute a public nuisance if of sufficient strength and character over a prolonged period. The MRF and CA site will deal predominantly with inert waste materials that are usually odourless.

To prevent odours from the WtE plant, all buildings must be designed to operate at negative internal pressure. This should prevent odours from seeping out of the buildings and if steps are taken to ensure that all air from within the WtE plant buildings is drawn into the combustion process, then the risk of odour pollution should be minimised. Any baled waste storage and waste water storage should include sufficient odour control technology, again to minimise the risk of odour pollution.

The requirements for odour treatment of sewage sludge will be specific to the process eventually chosen and will need to be sufficient to prevent nuisance. 25% dried solids must be stored in a sealed tank and injected directly into the furnace. 80% dried solids can be placed and stored in the bunker with other waste without creating an odour problem.

#### 2.4.5.6 Energy pollution

Energy pollution could arise if, for example, heated and chlorinated water from a cooling process is released into the marine environment. The Environmental Statement currently assumes that air cooling will be adopted. Additional EIA will be needed to assess the possibility of energy pollution if water cooling is considered.

#### 2.4.5.7 Solid and liquid residue disposal

Solid and liquid residues will arise from a number of sources within the IWMP. Some unusable waste will arise irrespective of the type of WtE development and others will arise as a result of the nature of the proposals. Solid residues likely to arise include:

- Bottom ash
- Fly ash (including boiler ash)
- Materials unsuitable for combustion
- Ferrous metals, segregated from the ash
- Contamination to material from the operation of machinery on the site
- Construction materials/waste

Liquid residues likely to arise include:

- Water, both clean and contaminated
- Sea water which may have been used for condensing steam or for wet scrubbing in the Flue Gas Treatment

The EIA makes recommendations for the safe disposal of residues arising from the IWMP. As the precise composition of the waste can only be confirmed once the IWMP is operational, final agreement on the exact means of disposal will be reserved until such a time that the type and amounts of residue likely are known. The recommendations accord with the 'proximity principle', i.e. that waste should be treated and disposed of close to the point of waste production.

For the purposes of planning the layout of uses at the reclamation area, the following assumptions are made about disposal of wastes arising from the IWMP:—

Bottom ash	Dispose of in Longue Hougue land reclamation
Fly ash (including boiler ash)	Stabilise and transport off site, either to a specific location on the island or export to EU country
Materials unsuitable for combustion	If inert, dispose of in Longue Hougue land reclamation. If not suitable for Longue Hougue, dispose of according to the type of waste, e.g. batteries – transport off island.
Ferrous metals, segregated from the ash	Process through arrangements for scrap metal recycling.
Contamination to material from the operation of machinery on the site	Dispose of according to island arrangements for contaminated material
Construction materials/waste	If inert, dispose of in Longue Hougue land reclamation. If combustible, stockpile for use in WtE plant. If contaminated, dispose of according to island arrangements for contaminated material.
Clean water	Agree method of disposal with the States Water Board and the Environmental Health Department, in accordance with local and international agreements.
Contaminated water	
Sea water used for condensing steam and Flue Gas Treatment	

The assumptions for the disposal of wastes arising from the IWMP have an impact on the area of land needing to be set aside for the MRF. This needs to be large enough to enable mixed loads arriving at the IWMP and wastes arising from the IWMP to be segregated according to their final disposal route.

### 2.4.6 Visual impact

A comprehensive analysis of the visual and landscape issues has been undertaken as part of the EIA.

The site location is a 'gateway' to St. Peter Port and regular ferries and other vessels pass through the Little Russell within approximately 1 km of the site. Cruise ships anchor in the Little Russell in close proximity to the site. Vehicle drivers and passengers using Bulwer Avenue and Les Banques (the most heavily trafficked route in the island) have a panoramic view of the site. The visual impact of any proposal for the site is, therefore, of great importance. The scale, siting and design of any structure to be placed on the reclamation area must, therefore, pay due regard to the likely impact on visual amenity. The Environmental Statement sets out a landscape strategy for the site, which suggests means of minimising the visual impact.

The IDC will specifically consider the following matters when assessing the visual impact of proposals for the site:-

#### Views

- Minimisation of visual impact in views from nearby residential areas
- Minimisation of visual impact in wider views from the coast and from the sea
- Minimisation of visual impact on the mainly unspoilt character of the sensitive north-east coast and measures to limit views of development from this area
- Minimisation of the visual effect of flue stacks.

#### Building form

- Provision of a 'gateway' feature on the sea approaches to Guernsey by focusing on the 'sculptural' and aesthetic impact of building forms. Overtly industrial building forms will not be acceptable.
- Screening of unsightly stockpiles of materials associated with the MRF and scrap metal recycling facility to ensure that the 'gateway' feature is not visually compromised.

#### Grouping

- The degree to which any buildings planned for the site have been conceived as a unity in design terms, to reduce their cumulative impact. This will include consideration of materials, colour, juxtaposition of buildings and roof forms.
- The degree to which buildings and site levels have been conceived to screen intrusive stockpiles of materials, reduce the impact of noise and visual intrusion on nearby sensitive receptors (residential units and recreational users) and methods of preventing the occurrence of wind blown dust and litter.

#### Impact on adjoining uses

- Maintenance of the balance of commercial/residential and industrial development by providing building designs which are not overtly industrial
- Reduction of the perceived scale of buildings through measures to reduce the potential contrast between the existing small-scale island development and any proposed very large structures
- Reduction of adverse impact on the setting of Mont Crevelt and views from Vale Castle.

#### **2.4.7 Access and traffic circulation**

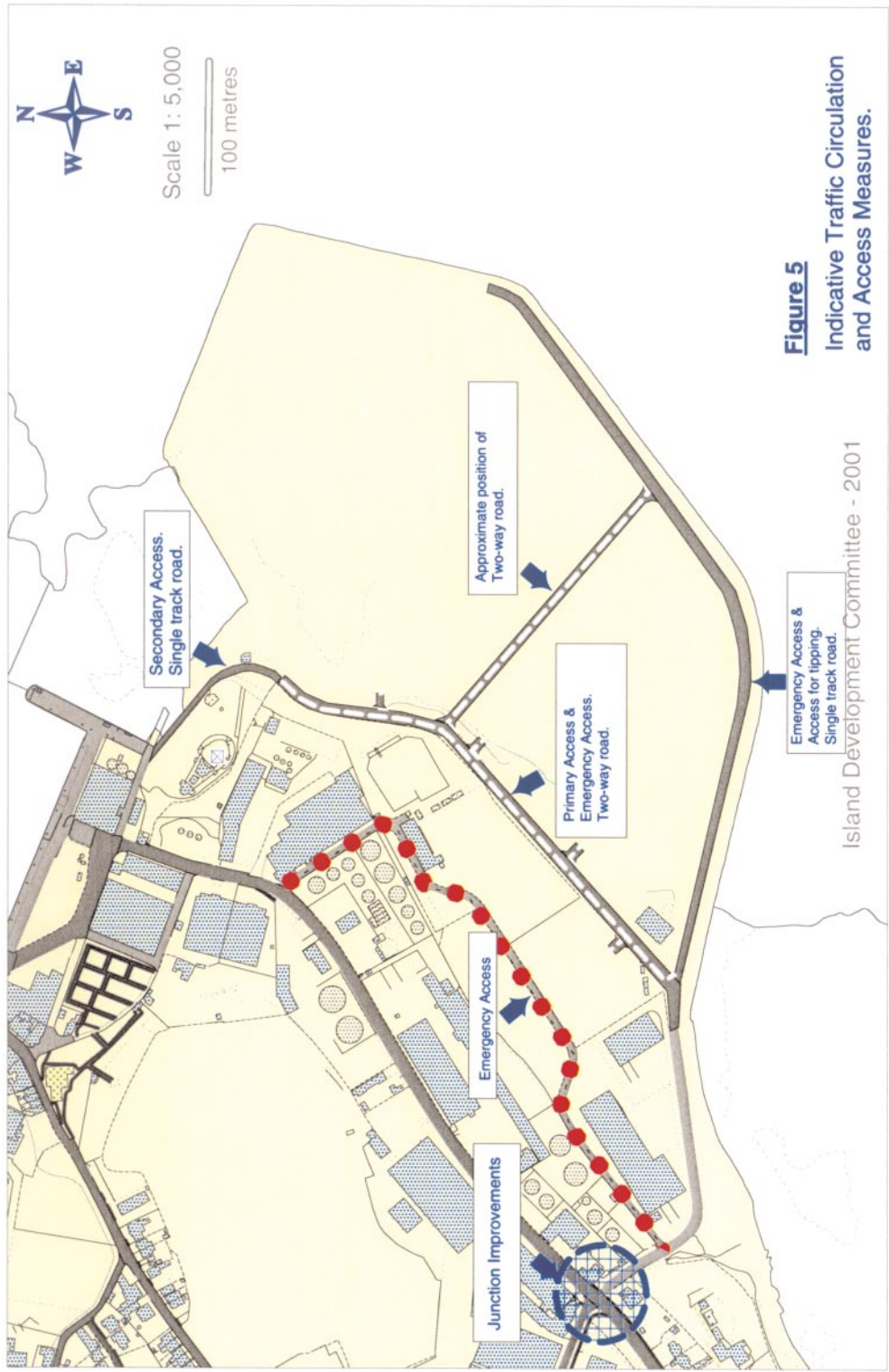
There are three vehicular accesses to the site, all from Bulwer Avenue. Currently, the main access is in the south-west corner of the site, with secondary accesses adjacent to Mont Crevelt and Norman Piette Builders Merchants. These secondary accesses are primarily for emergency vehicles, but are also used to serve businesses in those locations. In the short term it is proposed that access to the proposed boat moorings be via the lane adjacent to Mont Crevelt.

A Traffic Impact Assessment has identified that the southern access should be the main approach to the IWMF and the subsequent port related facilities. As there are visibility problems with exit movements from the main access onto Bulwer Avenue, improvements to that junction will be required.

Access for emergency vehicles needs to be maintained and new emergency access routes to the IWMF will be required. Long term access to the future port area needs to be considered and safeguarded.

The Traffic Impact Assessment does not envisage that the proposals for the Longue Hougue reclamation area will cause undue problems on approaches to the site during operation of the IWMF. This is on the assumption that the majority of solid residues arising at the site will be disposed of into the land reclamation. Some congestion could occur during construction of the IWMF and the Environmental Statement recommends measures to alleviate the impact of construction vehicles.

Figure 5 shows indicative traffic circulation and access measures.



## Part Three

### PLANNING CRITERIA FOR DEVELOPING THE LAND RECLAMATION SITE AND KEY INDUSTRIAL AREA

#### 3.1 Development Principles

Taking into account the issues raised in the previous chapters and in the EIA, the development principles which should be followed in developing the reclamation site can be summarised as:–

- **Optimise use of the available land**  
Plan to relocate the animal carcass incinerator.  
Ensure that uses beyond phase 1 can be satisfactorily accommodated.
- **Reduce Visual Impact**  
Provide a strong visual approach to the Guernsey 'gateway' from the sea. Minimise the impact on significant views of the site.  
Screen high impact uses within the site from the adjoining residential area and boat moorings and from the main access road through the site by means of hard and soft landscaping and other measures.  
Provide a high quality, unified architectural concept for all structures associated with the IWMF in terms of materials, colour, roof forms and juxtaposition of buildings. As far as is practicable, contain all equipment within a unifying architectural envelope.  
Ensure that no visually intrusive stockpiles of materials can be seen from outside the reclamation area.  
Plan to enhance the setting of Mont Crevelt and views from Vale Castle.
- **Ensure public health and safety**  
Minimise risk to the public from hazardous uses and high impact uses.  
Plan for anti-pollution measures as advised by the EIA and Board of Health.  
Ensure effective access for emergency vehicles.  
Ensure adequate storage of supplies needed for emergencies.
- **Reduce traffic impact**  
Create improved vehicular access to the reclamation area.  
Reduce risk to private vehicular traffic from commercial traffic.  
Provide for future access to port facilities.  
Make arrangements to reduce the impact of construction traffic.
- **Prevention of Nuisance**  
Prevent nuisance created by wind blown debris.  
Ensure plant can be operated without causing nuisance and disturbance to nearby residential uses.  
Enable land reclamation to continue without conflict with other occupiers of the reclamation site and adjoining premises.  
Ensure minimum disturbance to persons using the proposed boat moorings.  
Minimise risk to the general public.  
Prevent nuisance from lighting.

#### 3.2 Site layout: Phase 1 uses

The Proposals Map (Figure 6) takes the above principles into account in laying out the site and indicates the preferred locations for the activities which make up the IWMF:–



Waste to Energy Plant  
 Carcass Incinerator  
 Materials Recovery Facility  
 Civic Amenity Site  
 Metals Recycling  
 Solid residue disposal and continuing inert land fill

If enough land becomes available in Phase 1, the following uses will also be accommodated but no precise location for them is identified. Proposals to establish these uses will be assessed on their merits:–

Slaughter House  
 Knacker's Yard

The Proposals Map also takes into account future phases of the OPB.

### **3.3 Need for Compliance Document**

In accordance with the direction from the States, the proposal to provide an IWMF at Longue Hougue has been guided by an EIA. This has identified the best location for the facility to minimise environmental impacts and has set the standards which will need to be complied with in developing actual structures for the facility. Developers of the IWMF will need to demonstrate that they can comply with the environmental standards required and this will be achieved through the submission of a Compliance Document as part of formal applications to develop structures associated with the IWMF. This will form the fourth and final part of the EIA. The standards to be achieved are set out in the following paragraphs.

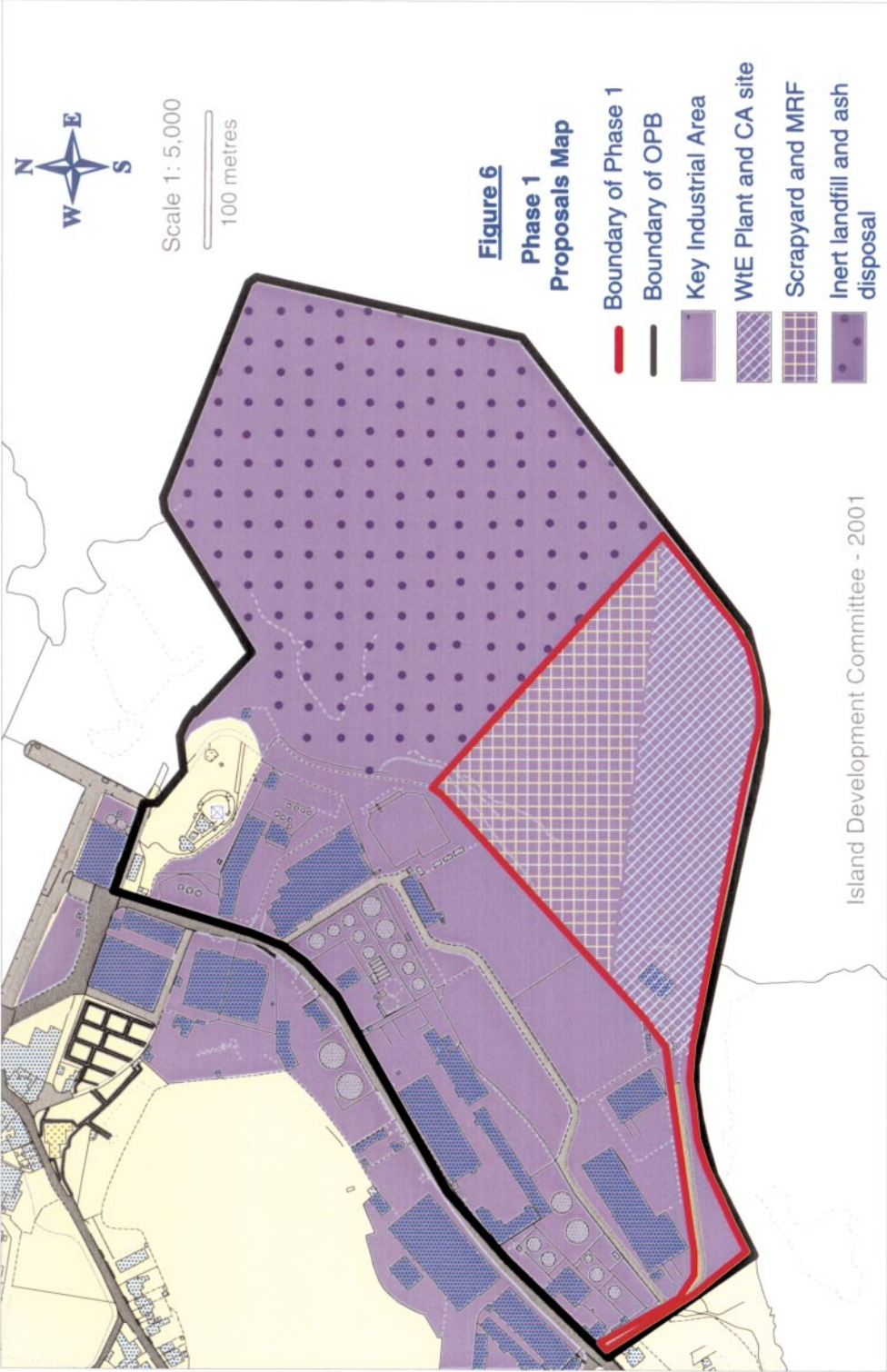
#### **3.3.1 Compliance with Development Principles**

The Compliance Document and supplementary information to be supplied with any formal proposal for developing the IWMF will need to demonstrate how the developer proposes to comply with the Development Principles. The IDC is not prescribing how this is to be achieved but suggests that some or all of the measures set out below may be useful in demonstrating that a high quality unified architectural concept and design approach will be achieved:–

Site appraisal and plans  
 Photo-montage  
 Model  
 Landscape measures, e.g.

Identification of specific planting areas to reduce the impact on nearby residential uses  
 Measures to screen recreational users of the boat moorings from noisy and visually intrusive activities  
 Measures to reduce the impact on distant views of the site  
 Provision of bunds, embankments and use of lower levels of fill to screen the metals recycling facility and materials recovery facility, both from within the site and from distant views  
 Treatment of the approach to Guernsey from the future port related area  
 Enhancement of the setting of Mont Crevelt, in the long term  
 Enhancement of the views from Vale Castle

Figure 7 is an illustrative site cross-section to demonstrate possible methods of reducing the visual impact of large structures on the site and their intrusion on sensitive receptors. It is intended as an example, rather than a prescription, of how this might be achieved.





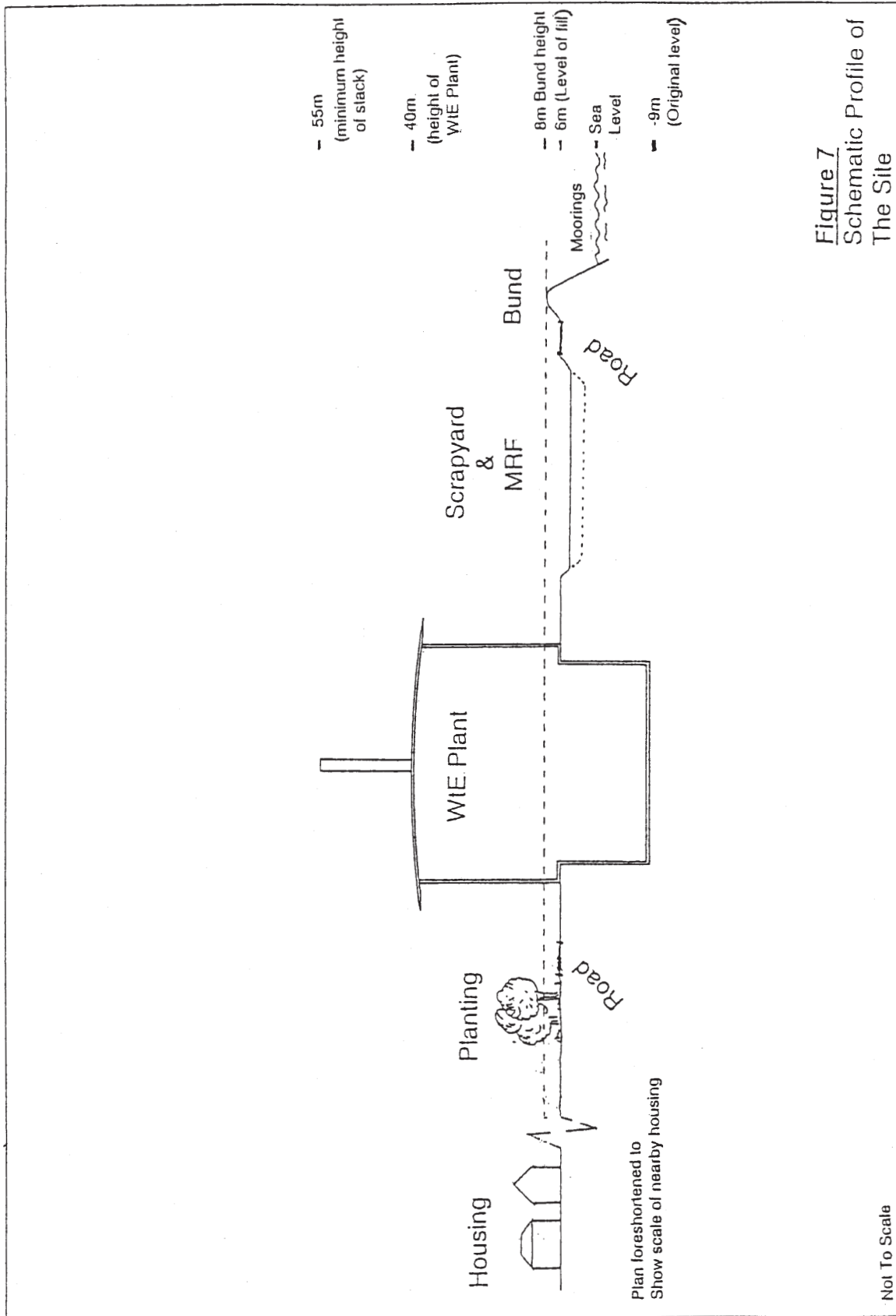


Figure 7  
Schematic Profile of  
The Site

### 3.3.2 Compliance with mitigation of environmental impacts

The IDC will rely on the advice of the Board of Health in assessing public health issues and will refer to the advice provided in the Environmental Statement. It should be noted that the proposed Control of Environmental Pollution Legislation, approved by the States on 26th February 1997 (Billet d'État II 1997) will, when enacted, require waste activities that may cause pollution of the environment or harm to health to be subject to licensing with appropriate safeguards. The Board of Health advises that it will be looking for the Compliance Document to demonstrate that the standards set out in the following tables will be achieved:–

#### Waste to Energy Plant

Air quality	As set out in EU Directive : Incineration of Waste: 2000/ 76/ EC
Water quality	<p>Ground Water– to be agreed with the States Water Board and Environmental Health Department at detailed planning stage. SWB wishes to be consulted on surface water drainage, blasting or underground works, methods of processing the separation of clean and dirty surface and drainage water and any cooling water. Piped discharges to the sea would need to meet the Sea Water standards set out below</p> <p>Sea Water – EU Shellfish water standards set out in the Dangerous Substances Directive 76/464/ EEC Existing local environmental quality Receiving Water Standards for effluent from waste management facilities</p>
Noise	As per the Environmental Statement, plus night time noise standard of 42dB. Construction noise levels of 67dB and 65dB but only during normal working hours, i.e. Mon.–Fri. 0800–1800 and Sat. 0800–1300.
Light	Provisions set out in Loi relative à la Santé Publique, 1934 (as amended in 1999) and in Public Health Ordinance, 1936 (as amended in 1998)
Odour	As for 'Light'
Solid residue disposal	To meet EU standards, local licensing requirements (these will be site specific) and the Basle Convention obligations (in the case of export). The Basle Convention obligations will be incorporated into the Transfrontier Shipment of Waste (Guernsey) Ordinance 2001

#### Civic Amenity Site

Air quality Noise Light Odour	Provisions set out in Loi relative à la Santé Publique, 1934 (as amended in 1999) and in Public Health Ordinance, 1936 (as amended in 1999)
Water quality	<p>Ground Water– to be agreed with the States Water Board and Environmental Health Department at detailed planning stage. SWB wishes to be consulted on surface water drainage, blasting or underground works, methods of processing the separation of clean and dirty surface and drainage water and any cooling water. Piped discharges to the sea would need to meet the Sea Water standards set out below.</p>

	<p>Sea Water – EU Shellfish water standards set out in the Dangerous Substances Directive 76/464/ EEC Existing local environmental quality Receiving Water Standards for effluent from waste management facilities</p>
Solid residue disposal	To meet EU standards, local licensing requirements (these will be site specific) and the Basle Convention obligations (in the case of export). The Basle Convention obligations will be incorporated into the Transfrontier Shipment of Waste (Guernsey) Ordinance 2001

### Materials Recovery Facility

<p>Air quality Noise Light Odour</p>	Provisions set out in Loi relative à la Santé Publique, 1934 (as amended in 1999) and in Public Health Ordinance, 1936 (as amended in 1999)
Water quality	<p>Ground Water– to be agreed with the States Water Board and Environmental Health Department at detailed planning stage. SWB wishes to be consulted on surface water drainage, blasting or underground works, methods of processing the separation of clean and dirty surface and drainage water and any cooling water. Piped discharges to the sea would need to meet the Sea Water standards set out below.</p> <p>Sea Water – EU Shellfish water standards set out in the Dangerous Substances Directive 76/464/ EEC Existing local environmental quality Receiving Water Standards for effluent from waste management facilities</p>
Solid residue disposal	To meet EU standards, local licensing requirements (these will be site specific) and the Basle Convention obligations (in the case of export). The Basle Convention obligations will be incorporated into the Transfrontier Shipment of Waste (Guernsey) Ordinance 2001

### Metal Recycling

<p>Air quality Noise Light Odour</p>	Provisions set out in Loi relative à la Santé Publique, 1934 (as amended in 1999) and in Public Health Ordinance, 1936 (as amended in 1999)
Water quality	<p>Ground Water– to be agreed with the States Water Board and Environmental Health Department at detailed planning stage. SWB wishes to be consulted on surface water drainage, blasting or underground works, methods of processing the separation of clean and dirty surface and drainage water and any cooling water. Piped discharges to the sea would need to meet the Sea Water standards set out below</p> <p>Sea Water – EU Shellfish water standards set out in the Dangerous Substances Directive 76/464/EEC Existing local environmental quality Receiving Water Standards for effluent from waste management facilities</p>
Solid residue disposal	To meet EU standards, local licensing requirements (these will be site specific) and the Basle Convention obligations (in the case of export). The Basle Convention obligations will be incorporated into the Transfrontier Shipment of Waste (Guernsey) Ordinance 2001.

## Carcass Incinerator

Air quality	To comply with EU/UK requirements, likely to be Process Guidance Note PG5/3(95) made by the UK Secretary of States, provided that the carcass incinerator processes under 1 tonne per hour. If this rate is exceeded, the carcass incinerator will be subject to control under the IPPC.
Noise Light Odour	Provisions set out in Loi relative à la Santé Publique, 1934 (as amended in 1999) and in Public Health Ordinance, 1936 (as amended in 1998)
Water quality	<p>Ground Water– to be agreed with the States Water Board and Environmental Health Department at detailed planning stage. SWB wishes to be consulted on surface water drainage, blasting or underground works, methods of processing the separation of clean and dirty surface and drainage water and any cooling water. Piped discharges to the sea would need to meet the Sea Water standards set out below.</p> <p>Sea Water – EU Shellfish water standards set out in the Dangerous Substances Directive 76/464/EEC Existing local environmental quality Receiving Water Standards for effluent from waste management facilities</p>
Solid residue disposal	Land fill at Mont Cuet

## Slaughter House

Air quality	No implications
Noise Light Odour	Provisions set out in Loi relative à la Santé Publique, 1934 (as amended in 1999) and in Public Health Ordinance, 1936 (as amended in 1998)
Water quality	<p>Ground Water– to be agreed with the States Water Board and Environmental Health Department at detailed planning stage. SWB wishes to be consulted on surface water drainage, blasting or underground works, methods of processing the separation of clean and dirty surface and drainage water and any cooling water. Piped discharges to the sea would need to meet the Sea Water standards set out below.</p> <p>Sea Water – EU Shellfish water standards set out in the Dangerous Substances Directive 76/464/EEC Existing local environmental quality Receiving Water Standards for effluent from waste management facilities</p>
Solid residue disposal	Specified Risk Material to Carcass Incinerator, other solids to WtE plant

## Knacker's Yard

Air quality	No implications
Noise Light Odour	Provisions set out in Loi relative à la Santé Publique, 1934 (as amended in 1999) and in Public Health Ordinance, 1936 (as amended in 1998)
Water quality	<p>Ground Water– to be agreed with the States Water Board and Environmental Health Department at detailed planning stage. SWB wishes to be consulted on surface water drainage, blasting or underground works, methods of processing the separation of clean and dirty surface and drainage water and any cooling water. Piped discharges to the sea would need to meet the Sea Water standards set out below.</p> <p>Sea Water – EU Shellfish water standards set out in the Dangerous Substances Directive 76/464/EEC Existing local environmental quality Receiving Water Standards for effluent from waste management facilities</p>
Solid residue disposal	Specified Risk Material to Carcass Incinerator, other solids to WtE plant.

**3.3.3 Compliance with mitigation of risk**

The contingency provision for emergency circumstances should be in the form of a strategic assessment and statement defining the contingency plan (fall-back position) to be adopted in the event of full or partial failure of the WtE plant.

The purpose of this is to guarantee that should the plant suffer a major breakdown, for example as the result of fire or explosion, then the Island would not be left without any acceptable provision for waste disposal. Baling and storage, land fill and export are likely to be some of the options explored, but it should be borne in mind that a major incident could put the plant out of operation for a year or more.

**3.3.4 Compliance with need for an ongoing strategy**

The WtE plant will have an operational life of 25 years. The need for an ongoing strategy for restoration / post closure is to demonstrate that the chosen technology will not itself, during its operational life or at the end of its life, pose an environmentally hazardous disposal problem. When being replaced either totally or in part (as a result of maintenance or repair) will the plant or any of its components (refractory lining etc.) be environmentally difficult to dispose of on the Island or problematic to export?

An appropriate disposal route for such materials will need to be identified and any potential environmental impact, together with proposed mitigating measures stated to ensure that the chosen plant and waste disposal method do not leave an ultimate legacy of pollution.

**3.4 Additional requirement for Environmental Impact Assessment****3.4.1 Metals Recycling**

This OPB includes an Environmental Statement in respect of the WtE plant, MRF and CA site. Metals Recycling will be provided separately. Any planning application for this

will need to be accompanied by an Environmental Statement and Compliance Document setting out how the proposed Metals Recycling can be implemented without environmental risk. The scope of matters to be included in that EIA is set out below:–

### **3.4.2 Scope of EIA in respect of a Metals Recycling**

The IDC considers that the following matters should be covered by an EIA in respect of Metals Recycling:–

- Description of the proposed development and its location
- Relevant Strategic Land Use and Development Plan policies
- Impact of noise
- Effects on roads and transport
- Risk and hazard assessment
- Impacts on water environment, to include groundwater, run-off and the marine environment
- Air quality
- Landscape and visual impacts
- Impact of the development on nearby residential areas and businesses
- Geological and ground conditions
- Interaction between any of the above
- Impacts during construction, when operational, when the use has ceased
- Mitigating measures and means of complying with them
- Non-technical summary

### **3.5 Planning procedural and consultation arrangements**

The development of high environmental impact uses which will be enabled at Longue Hougue by the States' adoption of this Plan Alteration and OPB are of considerable public interest. The IDC therefore intends to ensure that the public is adequately consulted when detailed proposals for development of the waste management infrastructure come forward. The proposals, including the Compliance Document, will be displayed at the Guille Allès Library, at St. Sampson's Douzaine offices and at Sir Charles Frossard House for a period of three weeks. Members of the public will be able to make representations to the IDC during that time. Applicants will be expected to make sufficient copies of the proposals available for the public consultation exercise, including a non-technical summary of what is proposed.

The IDC is required by section 17 of the Island Development Law 1966 (and its 1990 amendment) to take a number of prescribed matters into consideration in reaching its decisions. The prescribed matters are set out in the table below, together with the means by which the IDC proposes to consider its statutory obligations. The IDC will consider proposals for implementing the IWMF in the light of these criteria, whether or not such proposals come forward as States development or are submitted by the private sector.

Subsection of section 17	Criteria by which IDC will consider each subsection
a) Any relevant Detailed Development Plan	Relevant Detailed Development Plans include the Urban Area Plan and the Longue Hougue Outline Planning Brief
b) the effect of the development or other work on the natural beauty of the area	The IDC will refer to the Natural Heritage, Cultural Heritage and Landscape and Visual Technical Assessments of the Guernsey Integrated Waste Management Facility EIA, the Environmental Statement and Compliance Document. The IDC will also take into account the policy background set out in the Urban Area Plan and the Longue Hougue OPB.
c) whether the movable or immovable structure or other work in relation to which permission is applied for, would be incongruous with its surroundings because of its siting, design, exterior appearance or of the materials to be used	The IDC will refer to the Landscape and Visual Technical Assessments of the EIA, the Environmental Statement and Compliance Document. The IDC will also take into account the policy background set out in the Urban Area Plan and the Longue Hougue OPB.
d) in the case of an application for permission to carry out any development of agricultural land or land designated in any Plan for agricultural use, the degree of suitability of the land as agricultural land	Not relevant
e) the extent to which the development or other work would detract from the character or the amenity of the locality concerned	The IDC will refer to the Land Use Assessment, the Landscape and Visual Technical Assessments of the EIA, the Environmental Statement and the Compliance Document. The IDC will also take into account the policy background set out in the Urban Area Plan and the Longue Hougue OPB.
f) the effect of the development or other work on:– <ul style="list-style-type: none"> <li>• roads and traffic</li> <li>• services</li> <li>• public health</li> <li>• parks, playing fields and other open spaces</li> <li>• the effect on adjoining properties</li> </ul>	<p>The IDC will refer to the Traffic Assessment of the EIA, the Environmental Statement and the Compliance Document and the views of the States Traffic Committee. The IDC will also take into account the policy background set out in the Urban Area Plan and the Longue Hougue OPB.</p> <p>The IDC will refer to the Environmental Statement and the Views of the States Water Board, the States Electricity Board and the Public Thoroughfares Committee.</p> <p>The IDC will refer to the Noise, Air Quality, Ash disposal and Water Technical Assessments of the EIA, the Environmental Statement and the Compliance Document and the views of the Board of Health. The IDC will also take into account the policy background set out in the Urban Area Plan and the Longue Hougue OPB.</p> <p>The IDC will refer to the Land Use Assessment of the EIA. The IDC will also take into account the policy background set out in the Urban Area Plan.</p> <p>The IDC will refer to the Land Use Assessment, Noise, Air Quality, Ash disposal, Water, Natural and Cultural heritage Technical Assessments of the EIA, the Environmental Statement and Compliance Document and the views of the Board of Health. The IDC will also take into account the policy background set out in the Urban Area Plan and the Longue Hougue OPB.</p>

## Part Four

### TECHNICAL APPENDICES

#### 4.1 Island Development Law (1966), Section 17 (as amended)

Considerations to be taken into account by the Committee

In exercising its powers under the provisions of the last preceding section the Committee shall take into account:—

- a) the Strategic and Corporate Plan\* when approved by the States and any relevant Detailed Development Plans when so approved;
- b) the effect of the development or other work on the natural beauty of the area;
- c) whether the movable or immovable structure or other work in relation to which permission is applied for, would be incongruous with its surroundings because of its siting, design, exterior appearance or of the materials to be used;
- d) in the case of an application for permission to carry out any development of agricultural land or land designated in any Plan for agricultural use, the degree of suitability of the land as agricultural land;
- e) the extent to which the development or other work would detract from the character or the amenity of the locality concerned; and
- f) the effect of the development or other work on roads, traffic, services, public health, parks, playing fields and other open space and the effect on adjoining properties.

\*Section 2(4) of the 1990 amendments requires the IDC to take into account the provisions of the Strategic and Corporate Plan in preparing and reviewing Detailed Development Plans.

Section 2(5) of the 1990 amendments contains the provision that “Nothing contained in any Strategic and Corporate Plan shall entitle the Committee to permit any development which it would otherwise be precluded from permitting under the terms of such Detailed Development Plan”

#### 4.2 Definition of industrial uses with a high environmental impact

Construction of buildings or other operations or use of land for:

- a) the disposal of refuse or waste materials
- b) the storage or recovery of reusable metal
- c) the retention, treatment or disposal of sewage, trade waste or effluent
- d) a scrap yard
- e) the construction of buildings for the purposes of a rendering plant or slaughter house
- f) the construction of buildings, operations and use of buildings and land which will:—  
affect residential property by reason of fumes, noise, vibration, smoke, artificial lighting or discharge of any solid or liquid substance.



#### **4.3 Definition of uses proposed for the Longue Hougue Land Reclamation Site and Key Industrial Area**

##### **Waste to Energy (WtE) Plant**

The WtE plant has not yet been designed in detail. Decisions about the form and type of equipment to be used are currently being made. However, the plant will almost certainly consist of the following elements, contained within a single building, which are generic to most modern WtE plants.

The building is likely to be over 100 metres in length and up to 30 metres in width for, initially, a single stream plant of 50,000 tonnes per year capacity. However, spare capacity will be provided during construction to accommodate a second treatment stream, should one become necessary in the future. The plant may thus expand to between 40 and 50 metres wide to accommodate this.

The height of the building depends on the type of equipment proposed and the extent to which it is possible or desirable to sink elements of the building into the ground. Assuming the main floor level is at current reclaimed ground level, the building might be expected to be up to 35 metres in height, although by using horizontal grate technology, it is possible that this could be reduced. For the purposes of the EIA, the height to eaves and ridges have been assumed to be 28 metres and 30 metres respectively above slab level. Only those parts of the building above the main plant areas need to be of this height. Other parts of the building (such as the waste reception hall) could be lower.

The stack is mentioned separately below. Many modern stacks are silver or grey in colour and relatively narrow (perhaps 3 to 5 metres in diameter, including wind shields). The precise design of the chimney will be affected by general building design and factors such as wind speeds. Designing it to project from the highest part of the WtE building can reduce the apparent height of the chimney. Its height may be as much as 65 metres, but is more likely to around 50 to 55 metres or less.

The main components to be accommodated within or around the building will comprise the following:

##### **Waste Reception Hall and Bunker**

This will be a large enclosed space into which refuse collection vehicles (RCV's) will be driven. It will be fitted with large doors, which can be kept closed, except when in use. On the opposite side of the hall will be the tipping wall of the waste bunker. RCV's will discharge their loads over this wall into the waste bunker, a large pit extending several metres below the floor level of the reception hall.

An internal crane, suspended from a moving boom just below the roof of the building, will be used to mix the waste within the bunker and feed waste into the feed hopper of the combustion unit.

##### **Combustion Unit**

A feed hopper will push waste into the combustion unit, of which there are various types. On leaving the combustion unit, flue gases will enter a post combustion chamber in which temperature and velocity will be carefully controlled to ensure that gases stay above a certain specified threshold.

## **Boilers and Heat Exchangers**

There are 2 key objectives for dealing with flue gases leaving the post combustion chamber. One is to cool them as rapidly as possible, and the second is to capture as much of the heat energy released by cooling as possible, turning it into high pressure steam which feeds the steam turbine. Most boilers include several phases of heat exchange. The resulting cooled flue gases are then fed into the air pollution control (APC) system.

## **APC Systems**

APC systems purify the gases leaving the boilers by 2 generic means:

- Physical cleansing in filters
- Exposure to chemicals which either neutralise pollutants or precipitate them from the air flow for collection in filters

The final part of the APC is the stack. In the UK a typical stack for a WtE plant of this size might be expected to be around 50 to 65 metres above ground level. These heights are scientifically calculated.

## **Turbo-alternator**

High-pressure steam from the boilers will be piped to a turbo-alternator unit (a steam turbine driving a generator), which will generate electricity. Some of this power will probably be used for the internal requirements of the IWMP, but the remainder will be exported to the Island's electricity grid, providing up to as much as 10% of the Island's electricity needs.

Air or seawater cooling will then be necessary to condense the steam, which will remain at a relatively high temperature, even after use in the turbo-alternator.

## **Ash Management System**

Combustion typically reduces the volume of waste by 90% and its weight by 75%. Because a high technology combustion unit is to be used "bottom ash" from the furnace will be largely inert and have a very low carbon content. This material usually resembles fine grey gravel although larger elements (such as pieces of glass, metal, stone, brick, concrete etc.) will exist within it.

Whichever combustion system is used, bottom ash will most likely drop out of the combustion unit into a quench bath. This will cool the material and ensure that any combustion still going on is extinguished. Typically an ash conveyor system then lifts the material out of the bath to a grading plant.

It is yet to be determined whether any attempt will be made to recycle metals from bottom ash or to grade material such that it might be used for aggregate.

Finer ash particles, rather than dropping out of the combustion unit, are encapsulated within flue gases and carried into the boiler and APC system. Some is deposited within the boiler and removed routinely as part of plant maintenance ("boiler ash"). Bag filters remove other material in the APC system. Here it becomes mixed with powders injected into flue gases to scrub out other pollutants. These materials are generically referred to as "fly ash". By weight fly ash is approximately 4% of the weight of waste burned. It is usually treated as a special waste and its disposal route in Guernsey is the subject of further studies.

## **Water Use and Drainage**

Modern WtE plants tend not to be major users of potable water. Treated potable water is required to feed boilers but as this is re-circulated the amount required for 'top up' is minimal. The major use of water tends to be in the ash quench bath where it is used up in evaporation. Wash down of the reception hall and other areas also uses a quantity of water which can then be fed to the ash quench system. This water and the balance required for ash quenching is supplied from tanks. The tanks are fed with rain water collected from roof and roadway drains.

Domestic sewage from the staff and visitor facilities will be connected to the mains sewer in Bulwer Avenue. This connection may also be made sufficiently large for it to take excess industrial water during periods of high rainfall.

A surface water drain to sea will be provided for runoff from clean areas of the site and overflows from a clean water lagoon, should one be provided.

## **Control Room**

Modern plants tend to have a "control tower" within them. The control room will be located at a high level with windows looking over the waste reception hall and feed hopper and external area (particularly the weighbridge) on the other. A crane driver sits in the control room and the room also contains all of the computer terminals controlling all aspects of the plant.

The storey below typically contains offices and meeting rooms and the ground floor mess facilities, changing and shower areas, toilets and workshops.

## **Ancillary Activities**

It is envisaged that in the early years the plant may be over-sized for the volume of waste it will be required to burn. For this reason, and to allow flexibility in periods of routine maintenance when the plant is not running, it has been suggested that a waste baling plant and storage area be provided. The likelihood is that this plant would be free standing, allowing maximum flexibility.

Waste bales are likely to be approximately one metre cubed and sealed with strong polythene. These can be stored in open air, in which case they are usually piled 3 to 4 high. These may be accommodated within the WtE building or possibly Mont Cuet.

## **Further information on the WtE facility can be found within the accompanying Environmental Statement**

## **Materials Recovery Facility (MRF)**

The MRF will allow the sorting of mixed loads of substantially non-putrescible character. It is not considered likely that the recovery of architectural items will be viable (old bricks, fireplaces etc).

The process may be enclosed and will allow the sorting of waste by size (using trommel or screens) and by type (automated and manual).

The segregation is likely to be into fines (inert), large inerts (possibly for crushing), metals and the remainder for incineration which, depending on the extent of sorting, will have a lesser or greater amount of inerts.

Reject materials would be transported the short distance to the land reclamation area at Longue Hougue, if inert, or to the WtE plant if combustible. Metals would be sent to the scrap metal recycling facility.

Discussions with potential operators have indicated a minimum area of 1 acre will be required assuming that stockpiling of material, both sorted and unsorted, is kept to the minimum.

A building will require sufficient clear height to allow the feeding of screens by mobile plant. It will also need air extraction, dust suppression and possibly noise control. The size of the building will depend on the plant used.

The possibility remains that an aggregate crushing and recycling plant could be included in the MRF. A total of 2.5 acres should be reserved for the whole operation.

### **Civic Amenity (CA) Site**

The purpose of a CA site is to allow the public the opportunity to deliver bulky household waste other than that which they would put in their normal dustbins. Most waste is thus delivered by private car.

The local CA site is expected to have facilities to accept the following waste types:

Chemicals*	(Portastore)
Glass	(Standard bottle bank containers)
Metal	(Hook lift bin)
Cans	(Standard recycling containers)
Oils	(Proprietary container)
Batteries*	(Portastore)
Fluorescent Bulbs*	(Proprietary container)
Green Waste	(Hook lift bin)
Textiles	(Standard recycling container – Salvation Army)
Bulk Waste	(Hook lift bin)
Electrical Goods*	(Container)
Household Waste	(Hook lift bin)

\*Lockable

The site will be arranged to separate, as much as possible, plant movements from public deliveries. It is intended that the site be manned and open seven days a week.

The site configuration is not yet fixed. It might consist of bays for skips. Elevated platforms and car ramps may be provided at one end of the skip bays to facilitate deposition of material into the skips. Car circulation and separation of cars from skip lorries and other mobile plant (such as diggers) is envisaged. Alternatively, it may not be necessary to use skips, instead creating bays, which could easily be constructed from concrete or other materials such as railway sleepers.

The whole site will have a prepared surface with collection of run off and discharge to sewer through an interceptor chamber. There will also be a requirement for shelter and basic welfare facilities in what is a very exposed site.

Anticipated maximum area of 1 acre (80m x 50m).

## **Metals Recycling**

A scrap metal depot is required for receiving, processing, recycling and then exporting from the Island all categories of ferrous and non-ferrous metal waste, arising from or generated by industry, commercial activity and the general public. Categories of metal waste include contaminated products such as cars, white goods, boilers, aeroplanes, pipes, taps and factory demolition steel. Processing and recycling involve sorting the metal grades from one another, subjecting them to a variety of intense mechanical processes and separating them from contaminant material such as brick, foam, insulation, rubber and fabric to achieve a high level of metal purity which can be exported by sea.

Sufficient storage space is needed to assemble a ship's cargo and to cope with fluctuations in demand, plus land for workshops, office space, heavy plant and operatives' facilities. Access is important to accommodate a range of deliveries from car boots, skips and low loaders.

Land requirement 2 acres

## **Animal carcass incinerator, Slaughter House and Knacker's Yard**

A small building housing an animal carcass incinerator currently exists at Longue Hougue, primarily for the disposal of cattle infected with BSE. Its present location inhibits efficient planning of the site. The present carcass incinerator meets UK emission standards but in the medium to long term it is anticipated that those standards will rise. Co-location of an animal carcass incinerator with the waste incinerator will allow more efficient planning of the site and will enable improved flue gas cleaning

Land requirements for the animal carcass incinerator are modest. A small building for processing animals not fit for human consumption and an area for vehicle movements are required.

The present States' Slaughter House is situated in a large Victorian building adjacent to the Albert Marina in St. Peter Port. The complex includes the Island's Knacker's Yard. The Agriculture and Countryside Board wishes to meet the EC standards for slaughtering which require that animals slaughtered for human consumption need to meet stringent standards for local distribution and export to other countries. The slaughtering facility does not necessarily need to be at Longue Hougue, whereas there would be advantages in providing a knackering facility in conjunction with the animal carcass incinerator. The standards require that knackering of animals, which are not fit for human consumption, needs to occur in a separate facility to a slaughter house. Proximity to an animal carcass incinerator would be an advantage in dealing with wastes from these processes.

A building approximately the same size as the existing Carcass incinerator is required for knackering, together with an area of land for vehicle movements and parking. The precise location cannot be determined until more details are known about the configuration of the Waste to Energy plant but the land requirement is relatively modest – approximately half an acre, including land for the new carcass incinerator.

#### 4.4 Definition of Use Classes which are envisaged for Key Industrial Areas: The Island Development (Use Classes) Ordinance 1991

##### Storage / Distribution use classes

Storage / Distribution use class 38	Use for the commercial storage of any goods, not being a use within any of use classes 39 to 47 inclusive
Storage / Distribution use class 39	Cooled or refrigerated storage exceeding 10 cubic metres
Storage / Distribution use class 40	Storage of solid fuels
Storage / Distribution use class 41	Storage of materials for use in the construction of buildings
Storage / Distribution use class 42	Storage of non-hazardous materials for use in any other industrial process, but excluding anything listed in use class 43
Storage / Distribution use class 43	Storage of putrescible, offensive or noxious organic material leather, hide or skin
Storage / Distribution use class 44	Use for the parking or storage of motor vehicles
Storage / Distribution use class 45	Use as a goods transfer depot
Storage / Distribution use class 46	Wholesaling not falling within use class 47
Storage / Distribution use class 47	Wholesaling to people visiting the premises

##### Industrial use classes

Industrial use class 48	Use for any light industrial purpose
Industrial use class 49	Use for any general industrial purpose
Industrial use class 50	Extraction, grinding, crushing or screening of minerals in bulk
Industrial use class 51	Breaking vehicles, crushing or baling scrap metal or recovering metal from scrap
Industrial use class 52	Power-hammering, power-forging, riveting, panel beating or similar metal working activities
Industrial use class 53	Soap manufacture
Industrial use class 54	Packaging or grading flowers or fruit, not being within use class 60
Industrial use class 55	Processing food, not being a use within use classes 56 to 60 inclusive
Industrial use class 56	Processing putrescible, offensive or noxious organic material
Industrial use class 57	Tanning or dressing leather, hide or skin
Industrial use class 58	Slaughtering livestock, or processing animal products at an abattoir
Industrial use class 59	Curing fish

#### **4.5 Code of Practice for undertaking Environmental Impact Assessment in Guernsey**

Available on request from:–

Island Development Committee,  
Sir Charles Frossard House,  
La Charroterie,  
St. Peter Port,  
Guernsey GY1 1FH

#### **4.6 Guernsey Integrated Waste Management Facility: Environmental Statement and Technical papers;**

Air quality  
Landscape and Visual effects  
Land use and community effects  
Solid residues  
Water  
Cultural Heritage  
Natural Heritage  
Noise  
Traffic

Available on request from:–

Island Development Committee,  
Sir Charles Frossard House,  
La Charroterie,  
St. Peter Port,  
Guernsey GY1 1 FH



**[N.B. – The States Advisory and Finance Committee supports the proposals.]**

The States are asked to decide:–

Whether, after consideration of the Report dated the 5th March, 2002, of the Island Development Committee, they are of opinion:–

1. To adopt the draft Alteration to the Written Statement (Industry Chapter) of the Urban Area Plan 1995.
2. To adopt the Outline Planning Brief for the Longue Hougue Land Reclamation Site and Key Industrial Area, subject to the amendments recommended by the Planning Inspector as set out in “Amendment Schedule 1” and “Amendment to Figure 5 of Outline Planning Brief resulting from Planning Inquiry” attached to that Report.

DE V. G. CAREY,  
Bailiff and President of the States.

The Royal Court House,  
Guernsey.  
The 22nd March, 2002.

**IN THE STATES OF THE ISLAND OF GUERNSEY**

**ON THE 24TH DAY OF APRIL, 2002**

The States resolved as follows concerning Billet d'Etat No. V  
dated 22nd March, 2002

**ISLAND DEVELOPMENT COMMITTEE**

**DRAFT ALTERATION TO THE URBAN AREA PLAN;  
AND DRAFT OUTLINE PLANNING BRIEF FOR THE  
LONGUE HOUGUE LAND RECLAMATION SITE  
AND KEY INDUSTRIAL AREA: PHASE I**

After consideration of the Report dated the 5th March, 2002, of the Island Development Committee:-

1. To adopt the draft Alteration to the Written Statement (Industry Chapter) of the Urban Area Plan 1995.
2. To adopt the Outline Planning Brief for the Longue Hougue Land Reclamation Site and Key Industrial Area, subject to the amendments recommended by the Planning Inspector as set out in "Amendment Schedule 1" and "Amendment to Figure 5 of Outline Planning Brief resulting from Planning Inquiry" attached to that Report.

**K.H. TOUGH  
HER MAJESTY'S GREFFIER**

IN THE STATES OF THE ISLAND OF GUERNSEY

ON THE 24TH DAY OF APRIL, 2002

The States resolved as follows concerning Billet d'Etat No. VI dated 5th April, 2002

**STATES PROCEDURES AND CONSTITUTION COMMITTEE**

**RULES OF PROCEDURE AND CONSTITUTION AND OPERATION  
OF STATES COMMITTEES**

- I. After consideration of the Report dated 14th March, 2002 of the States Procedures and Constitution Committee:-
1. To approve, in pursuance of the provisions of Article 7 of the Reform (Guernsey) Law, 1948, as amended, the consolidated version of the Rules of Procedure in and in relation to Assemblies of the States of Deliberation of the Island of Guernsey.
  2. To approve, in pursuance of the States Committees (Constitution and Amendment) (Guernsey) Law, 1991, the Rules relating to the Constitution and Operation of States Committees.

**STATES ADVISORY AND FINANCE COMMITTEE**

**TERRORISM LEGISLATION**

- II. After consideration of the Report dated 20th March, 2002, of the States Advisory and Finance Committee:-
1. To approve the provisions set out in the paragraph entitled "Conclusion" contained in that Report relating to international terrorism.
  2. To approve the Projet de Loi entitled "The Terrorism and Crime (Bailiwick of Guernsey) Law, 2002", and to authorise the Bailiff to present a most humble Petition to Her Majesty in Council praying for Her Royal Sanction thereto.

## **PROJET DE LOI**

entitled

### **THE LONG-TERM CARE INSURANCE (GUERNSEY) Law, 2002**

- III. To approve the Projet de Loi entitled "The Long-term Care Insurance (Guernsey) Law, 2002", and to authorise the Bailiff to present a most humble Petition to Her Majesty in Council praying for Her Royal Sanction thereto.

## **PROJET DE LOI**

entitled

### **THE EUROPEAN COMMUNITIES (BAILIWICK OF GUERNSEY) (AMENDMENT) LAW, 2002**

- IV. To approve the Projet de Loi entitled "The European Communities (Bailiwick of Guernsey) (Amendment) Law, 2002", and to authorise the Bailiff to present a most humble Petition to Her Majesty in Council praying for Her Royal Sanction thereto.

## **STATES ADVISORY AND FINANCE COMMITTEE**

### **STATES OF ALDERNEY – REPLACEMENT STATES HOUSING**

- V. After consideration of the Report dated 20th March, 2002, of the States Advisory and Finance Committee:-
1. To authorise the construction of four replacement States houses at Newtown Road, Alderney.
  2. To authorise the States of Alderney to accept the tender in the sum of £398,367 submitted by A. J. Bohan for the construction of those replacement houses.
  3. To vote the States of Alderney a credit of £438,643 to cover the full cost of the above project, including contingencies and architectural fees, which sum shall be taken from the States of Alderney's allocation for capital expenditure.

## **STATES ADVISORY AND FINANCE COMMITTEE**

### **REGULATION OF INVESTIGATORY POWERS**

- VI. After consideration of the Report dated 20th March, 2002 of the States Advisory and Finance Committee:-
1. That legislation be enacted along the lines set out in that report with regard to the regulation of investigatory powers.
  2. To direct the preparation of such legislation as may be necessary to give effect to their above decisions.

## **STATES BOARD OF ADMINISTRATION**

### **GUERNSEY AIRPORT – REDEVELOPMENT OF TERMINAL BUILDING AND ENVIRONS**

- VII. After consideration of the Report dated 20th March, 2002 of the States Board of Administration:-
1. To authorise the construction of a new Terminal Building and associated external works at Guernsey Airport, as set out in that Report, at an estimated cost of £18,224,212 inclusive of constructions costs, risk contingency sum, consultancy and project management fees, fluctuations, site investigations costs and provision for a Clerk of Works.
  2. To authorise the States Board of Administration to accept the negotiated revised tender in the sum of £16,410,066 (which sum includes £727,000 for the necessary enhancement and elongation of the Airside walkways in order to comply with DTLR security requirements) submitted by Hochtief (UK) Construction Limited for the construction of that new Terminal Building and associated external works.
  3. To vote the States Board of Administration a credit of £18,224,212 to cover the cost of the above works, which sum to be charged as capital expenditure in the accounts of Guernsey Airport.

## **STATES BOARD OF INDUSTRY**

### **THE CONSTRUCTION INDUSTRY AND THE STATES CAPITAL SPENDING PROGRAMME**

XI. After consideration of the Report dated the 19th March, 2002, of the States Board of Industry:-

1. To note the contents of that Report and to agree that the key issues identified in relation to the cost of construction and the States capital and maintenance programme shall be addressed as a matter of priority.
2. To charge the States Board of Industry and the States Advisory and Finance Committee with joint responsibility for developing and implementing an agenda for change and reporting back to the States where necessary.
3. To direct the States Board of Industry to develop appropriate cost effective mechanisms for measuring supply and demand in the construction sector as a basis for forward planning.
4. To direct the States Advisory and Finance Committee to devise a system of prioritisation for future capital projects which addresses the concerns raised in that Report and enables projects to be considered on a strategic and corporate basis.

## **STATES AGRICULTURE AND COUNTRYSIDE BOARD**

### **REVIEW OF CULL CATTLE COMPENSATION**

XII. After consideration of the Report dated the 15th March, 2002, of the States Agriculture and Countryside Board:-

1. To continue to meet the cost of slaughtering and disposing of the carcasses of all bovine animals over 30 months of age at the time of slaughter.
2. To continue to pay compensation of £150, in addition to the slaughtering and disposal costs, for cull cattle over 30 months of age at the time of slaughter that would have been considered fit for human consumption prior to the 20th March, 1996.
3. To confirm the provision in the States Agriculture and Countryside Board's 2002 budget for cull cattle compensation payments and for the cost of slaughtering and disposing of such cattle.
4. That the States Agriculture and Countryside Board shall make an annual provision for cull cattle compensation payments and slaughter costs in its budget submission from 2003 onwards.

5. That the cost of the compensation shall continue to be categorised as formula-led in the budget of the States Agriculture and Countryside Board.
6. To direct the States Agriculture and Countryside Board to report to the States on the operation of the cull cattle compensation scheme without delay if developments in respect of BSE mean that it should be substantially altered or discontinued.



IN THE STATES OF THE ISLAND OF GUERNSEY

ON THE 25TH DAY OF APRIL, 2002

The States resolved as follows concerning Billet d'Etat No VI dated 5th April, 2002

(Meeting adjourned from 24th April, 2002)

**STATES EDUCATION COUNCIL**

**A SITE DEVELOPMENT PLAN FOR THE REORGANISATION OF SECONDARY,  
POST-16 AND SPECIAL NEEDS EDUCATION IN THE BAILIWICK OF GUERNSEY**

VIII. After consideration of the Report dated the 19th March, 2002, of the States Education Council:-

1. To approve in principle the outline proposals for the reorganisation of secondary, post-16 and special needs education in the Bailiwick of Guernsey.
2. To approve in principle the States Education Council's proposals for the relocation of education facilities, alterations to premises and construction of new buildings as set out in its Site Development Plan.
3. To authorise the States Education Council to progress the Site Development Plan by the appointment, subject to the approval of the States Advisory and Finance Committee, of an overall Project Manager and other advisors to assist in the production and implementation of a detailed project execution plan, individual elements of which will be submitted to the States Advisory and Finance Committee as appropriate.
4. To vote the States Education Council a credit of £4,000,000 to cover the cost of compiling the project execution plan and formulating proposals for the initial individual projects, which sum shall be taken from that Council's allocation for capital expenditure.
5. To authorise the States Advisory and Finance Committee, bearing in mind the prevailing overall economic circumstances, other financial demands on States funding and the ability of the construction industry to undertake the works, to take account of the States Education Council's balance of capital allocation and its other capital priorities at the relevant time and, if necessary, to release to that allocation from the Capital Reserve appropriate sums for the furtherance of the Site Development Plan.
6. To direct the States Advisory and Finance Committee when recommending to the States revenue allocations for the States Education Council for 2003 and subsequent years, to take account of the additional costs associated with the Site Development Plan.

## **STATES BOARD OF HEALTH**

### **LA CORBINERIE SITE – CONTINUING CARE WARDS**

IX. After consideration of the Report dated the 8th March, 2002, of the States Board of Health:-

1. To authorise the work to create three continuing care wards, including associated infrastructure, at La Corbinerie site at a total cost, as set out in that Report, not exceeding £6,318,927.55.
2. To authorise the States Board of Health to accept the tender in the revised sum of £5,753,927.55 submitted by W. A. Mosgrove Limited for the building and demolition works, which tender includes separate prime cost sums for both electrical and mechanical installations.
3. To authorise the States Board of Health to accept the tender in the revised sum of £546,134.36 submitted by Electrical Installations (Guernsey) Limited for the electrical installation works.
4. To authorise the States Board of Health to accept the tender in the revised sum of £832,343.59 submitted by Building and Technical Services (CI) Limited for the mechanical services installation works.
5. To vote the States Board of Health a credit of £6,318,927.55 to cover the cost of the above works, which sum shall be taken from that Board's allocation for capital expenditure.
6. To direct the States Advisory and Finance Committee to take due account of the estimated revenue cost to the States Board of Health resulting from the above project.
7. To direct the States Civil Service Board to have regard to the estimated establishment required by the States Board of Health resulting from the above project.

IN THE STATES OF THE ISLAND OF GUERNSEY

ON THE 26TH DAY OF APRIL, 2002

The States resolved as follows concerning Billet d'Etat No. VI dated 5th April, 2002

(Meeting adjourned from 25th April, 2002)

**STATES BOARD OF HEALTH**

**TOBACCO CONTROL IN GUERNSEY**

- X. After consideration of the Report dated 8th March, 2002, of the States Board of Health:-
1. (1) That section 1 of the Ordonnance portant défense de vendre ou de donner aux Mineurs du tabac, des cigars, des cigarettes ou du papier du cigarettes of 1913, as amended, shall be retained.
  - (2) That section 2, 3 and 4 of the Ordinance shall be repealed.
  2. That the occupier of any premises where food is served for consumption on the premises by way of business shall be required to exhibit in a prominent place adjacent to every public entrance thereto a notice indicating whether smoking is:
    - (a) prohibited throughout, or
    - (b) permitted throughout, or
    - (c) prohibited in some areas but permitted in other areas;and to take all reasonable steps to ensure adherence to the indications given by that notice.
  3. To direct the States Advisory and Finance Committee to make provision in its annual budget proposals that the level of duty on tobacco products shall be increased by a percentage equivalent to at least RPI plus 3.0% for a minimum of five years commencing with the budget proposals for 2003.
  4. To direct the States Board of Health to maintain and increase the range of activities which will assist addicted smokers who wish to reduce or stop smoking and promote the benefits of not smoking amongst young people in schools and in the community as summarised in paragraphs 42-60 of that Report.

5. That the States Board of Health's revenue allocation for those tobacco control activities shall be increased to £135,000 for the financial year commencing January 2003.
6. To direct the States Advisory and Finance Committee to take due account of the increased range of such activities and of the percentage increase in tobacco excise when recommending to the States the States Board of Health's revenue expenditure limits for 2004 and subsequent years.
7. To direct the preparation of such legislation as may be necessary to give effect to their above decisions.

### ***ORDINANCE LAID BEFORE THE STATES***

#### **THE ZIMBABWE (EXPORT OF GOODS & FREEZING OF FUNDS) (GUERNSEY) ORDINANCE, 2002**

In pursuance of the proviso to paragraph (3) of Article 66 of the Reform (Guernsey) Law, 1948, as amended, the Zimbabwe (Export of Goods & Freezing of Funds) (Guernsey) Ordinance, 2002, made by the States Legislation Committee on the 18th March, 2002, was laid before the States.

### ***STATUTORY INSTRUMENTS LAID BEFORE THE STATES***

#### **THE SOCIAL INSURANCE (DUTIES OF APPOINTEES) REGULATIONS, 2002**

In pursuance of the provisions of section 117 of the Social Insurance (Guernsey) Law, 1978, as amended, the Social Insurance (Duties of Appointees) Regulations, 2002 made by the Guernsey Social Security Authority on the 13th March, 2002, were laid before the States.

#### **THE ATTENDANCE ALLOWANCE (DUTIES OF APPOINTEES) REGULATIONS , 2002**

In pursuance of the provisions of section 24 of the Attendance and Invalid Care Allowances (Guernsey ) Law, 1984, as amended, the Attendance Allowance (Duties of Appointees) Regulations, 2002, made by the Guernsey Social Security Authority on the 13th March, 2002, were laid before the States.

K. H. TOUGH  
HER MAJESTY'S GREFFIER