

THE STATES OF DELIBERATION
of the
ISLAND OF GUERNSEY

16th June, 2021

Proposition No. P.2021/45

States' Trading Supervisory Board

Future Harbour Development

AMENDMENT

Proposed by: Deputy S Kazantseva-Miller

Seconded by: Deputy S Haskins

After Proposition 1 insert the following proposition:-

- "1A. To direct the Policy & Resources Committee, through its seafront regeneration sub-committee, in consultation with the States Trading Supervisory Board, to undertake an analysis of the option to extend St Sampson's Harbour to increase the capacity for leisure berths as well as enhance leisure facilities and other commercial opportunities, and use the findings to develop more detailed proposals and submit those to the States for approval by the end of December 2022."

Rule 4(3) Information

The amendment will require an estimated £150,000 in addition to costs outlined in 11.14 (£4 million).

Explanatory note

This amendment adds the option to explore extending St Sampson Harbour as an additional strategic location for leisure use and development of Blue Economy offering. This is to ensure that all viable sites for commercial and leisure use are explored as part of the Future Harbours developments and the Seafront Enhancement Area and the preferred options are prioritised as part of the next steps.

An extension of St Sampson’s Harbour has not been considered as part of the Future Harbours developments. In 1991 a feasibility study was completed by HR Wallingford focused on extending St Sampson’s into a comprehensive commercial harbour. This option was deemed challenging due to the significant extent of the proposed development, which included breakwaters exceeding 1 km in length and their effect on tidal flows and currents.

The study was also undertaken prior to the reclamation of Longue Hougue North, which provides new scope to research a smaller extension of St Sampson’s Harbour for leisure purposes only.



Illustration of a possible harbour extension at St Sampson – current Digimap at low-tide

The extension will require dredging and breakwater development.

In 2019, the States directed the STSB to “carry out a detailed analysis of the future harbour requirements”. A study by Jacobs was undertaken looking into the demand forecast for different types of commercial and leisure uses.

Table 2: Jacobs demand forecast and additional spatial requirements.

	Historic trend/ current demand		2050 demand forecast		Additional facilities required ¹²
	2008-19	2019	Low	High	
LoLo/RoRo cargo ¹³ (tonnes)	↓ 0.8%	200,000	193,100	303,000	+3,000m ² landside LoLo +1,600m ² landside RoRo
Bulk fuels (tonnes)	↓ 2.5%	75,000	42,000	69,300	New terminal & storage facility location or convert to unitised cargo
Bulk solid cargo ¹⁴ (tonnes)	↓ 6.2%	41,000	0	135,000	No further requirements
International passenger traffic	↓ 0.6%	288,000	236,000	528,000	+300m ² passenger terminal, +1,000m ² parking, 15m berth extension
Private & small commercial vehicles	↓ 0.5%	95,000	84,000	157,000	+1,650m ² landside
Car import and export ¹⁵	↓ 7.5%	3,570	1740	5,020	No further requirements
Inter-island passengers	↑ 1.1%	137,000	100,000	183,000	No further requirements
Inter-island freight (tonnes)	↑ 0.5%	9,800	7,170	19,950	No further requirements
Visiting yachts	↓ 2.3%	8,800	6,500	14,300	2 x shower/toilet blocks
Local yachts ¹⁶	↑ 0.7%	1,767	646	2,110	+32,000m ² +343 berths
Super yachts	↑ 33%	29	6	70	90m berth, 4.5m deep; 90m ² fuelling area
Fishing & charter vessels	↓ 2.6%	120	46	149	+1,650m ² marine area for +29 berths
Cruise ¹⁷	↑ 0.4%	116,000	95,000	286,000	50m tender berth extension

The highest projected demand for local yachts was estimated to increase by 19% between 2019 and 2050, equating to a spatial requirement of additional 32,000 m² or 343 new berths.

The Jacobs study did not take into account any additional economic opportunities from servicing new markets such as over-wintering.

The current indicators from the marine industry in Guernsey show a higher level of demand than can be met by the current capacities of our harbours, including a lack of provision to cater

for bigger boats.

It is estimated that the maximum number of additional berths that could be provided by options 5.1, 5.2 or 5.3 and a Pool Marina Concept at St Peter Port harbour would be 500 berths, representing a total capacity increase in both harbours of 30%. In comparison, the development of the QE2 marina increased the harbours capacity by 766 berths, representing an 83% increase.

Address future requirements for leisure facilities	5.1	New St Peter Port Harbour breakwater and marina with extended St Sampson's marina
	5.2	New breakwater, fish quay and marinas in St Peter Port harbour
	5.3	New breakwaters and marinas in St Peter Port Harbour with repurposed commercial berths

An extract from Table 3, p 20.

From an economic enablement opportunity, a 30% increase in the harbours' capacity may not be deemed sufficient to future-proof Guernsey and solidify its ability to significantly enhance its Blue Economy offering. The industry sentiment is that the projected increase in demand could be filled-up today and provides little room for manoeuvre in the future.

Recent marina developments in neighbouring Brittany outstrip the numbers considered as the basis for Future Harbour development.

- *St Cast, Brittany – 825 berths marina built in 2009*
- *Roscoff, Brittany – 625 berths marina built in 2016*

To ensure that no reasonable option is left untouched for the historic development of the Seafront and Harbours, it is deemed appropriate to direct relevant committees to consider the extension of St Sampson as an additional opportunity for leisure market, residential and Blue Economy offering alongside the steps to develop the wider business case. St Sampson's expansion can be undertaken at a later stage if other preferred options can be developed first.

The extension of St Sampson's Harbour can be particularly attractive thanks to the opportunity to unlock significant additional development of commercial and residential nature around the new north and south harbour boundaries, particularly at Longue Hougue North. This can add to the opportunity of redeveloping the Bridge area.