

# Introduction and welcome

Tibbalds Planning and Urban Design is leading the project team appointed to create a Local Planning Brief (LPB) for the St Peter Port and St Sampson Harbour Action Areas (HAA). This strategic policy document will identify opportunities for change and enhancement of these two important areas along Guernsey's east coast and will guide and shape development over the next 10-20 years.

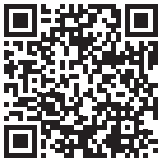
The project team includes harbour specialists, transport consultants, engineers, property advisors, planners and urban designers. Over the last six months the team have been making sure we have a good understanding of what happens in the two harbours, how they work and identifying opportunities for change that best support the island as a whole, its people, environment and economy.

This consultation is taking place before the Local Planning Brief is written in order to test out and review emerging ideas for the future and to get your feedback on the priorities for the Local Planning Brief.

The aim of this public consultation is to gather your views and feedback on initial development themes and development scenarios. Both of the Harbour Action Areas are complex and support a wide range of activities and uses, and so change will need to be carefully thought out and coordinated.

We welcome your feedback on these initial proposals and we hope you will fill in our questionnaire at the drop in or on the project website at:

[www.guernseyharbouractionareas.com](http://www.guernseyharbouractionareas.com)



## What can you do today?

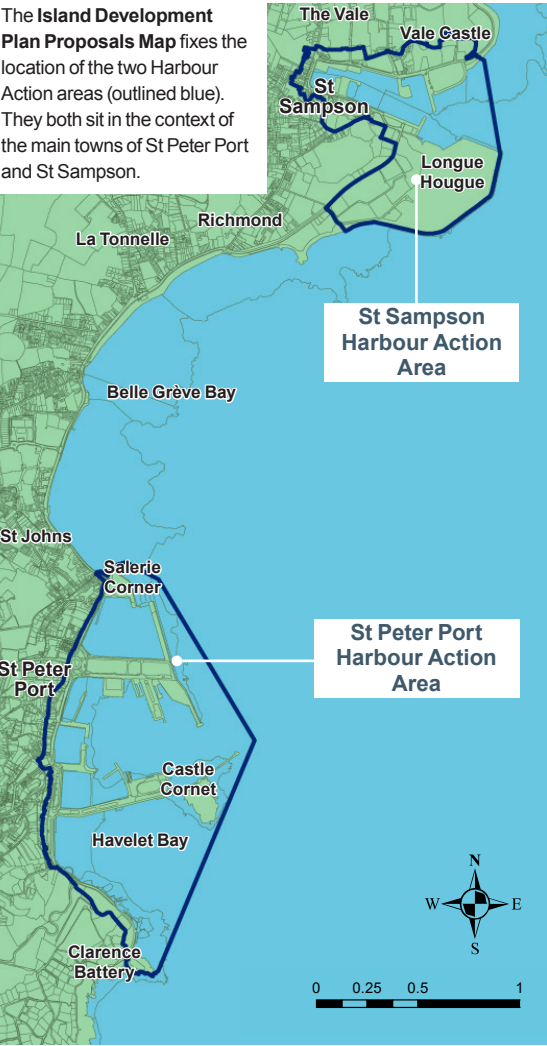
These boards sets out key information about the emerging direction of the Local Planning Brief and summarises the work undertaken by the team so far.

At this stage we want to test initial ideas and principles with stakeholders and the wider community and to talk you thorough what we think needs to be included in the Local Planning Brief for the two Harbour Action Areas.

This engagement is about gathering feedback on this work so far, hearing any concerns or other opportunities you can help us identify and then using this feedback to shape the draft Local Planning Brief.

- We would like you to:
- Read the information on these boards
  - Talk to the team about any questions you have (or read any FAQs on the website)
  - Fill in our survey and feedback form on the website)
- All of this information is available on the project website at:**
- [www.guernseyharbouractionareas.com](http://www.guernseyharbouractionareas.com)
- or find it using the above QR code**
- The closing date for responses is 12th April 2024

## The Location of the two Harbour Action Areas



## Key issue: The Five Main Objectives for the Local Planning Brief

- The Harbour Action Areas Local Planning Brief must respond directly to five main development objectives. These are:
- 1 Provide **infrastructure** that protects Guernsey's coast and harbours from **current and future environmental threats**.
  - 2 Provide **transport infrastructure** which **improves transport connectivity** and choice to, within and between the main centres.
  - 3 Provide **infrastructure to develop modern and resilient harbours** (taking into account Guernsey's future harbour requirements, both in terms of operational requirements and the wider redevelopment of the east coast) which create opportunities to provide improved social, economic and environmental infrastructure.
  - 4 Provide infrastructure that supports Guernsey's **housing requirements**.
  - 5 Provide infrastructure that supports existing business activity and **creates new economic opportunities**.
- Together this means addressing climate change; making places for all; being consistent with the States' priorities and policies; and considering the health and wellbeing of all those on the island.

## Key issue: The potential relocation of the port to Longue Hougue

When the harbours at St Peter Port and St Sampson were built in the 1800s, no-one could have imagined how different the world would be today. Yet for generations, they have provided an essential link to the outside world, constantly evolving to meet the island's changing needs.

Over the past five years, the States of Guernsey have been looking at a number of ways to better serve the island's needs for passengers and freight in a way that works well for the long term sustainability of the island.

In 2021, the States debated proposals for the relocation of the main port activities to a new harbour at Longue Hougue. Whilst a decision has not yet been made about whether a project such as this will be delivered, the Local Planning Brief is required to consider what could happen if such a project were to go ahead, and the impact this may have on the harbours and their potential to support the people, environment and economy of Guernsey as a whole.

**The Local Planning Brief is required to consider two different scenarios for the Harbour Action Areas on the basis that either could happen in the future.**

**SCENARIO A - that no new harbour is constructed and that the port operations, freight and passenger facilities remain broadly where they are now in St Peter Port at the end of North Beach.**

**SCENARIO B - that a new harbour is constructed, possibly at Longue Hougue, and that all freight and some or all of the passenger services are relocated to it.**

Some parts of the Local Planning Brief may be the same under either scenario, but others will be very different and that is one of the things that we have been exploring over the past few months.

Further information about the Future Harbours project can be found on the States of Guernsey website.

## Introduction to the Local Planning Brief

### What is a Local Planning Brief?

A Local Planning Brief (LPB) is a type of planning policy document that is required by the Island Development Plan (IDP 2016). It will make policies and proposals for a specific area where there are strategic land use implications and wider issues to be resolved.

A LPB is required for the two Harbour Action Areas and details are set out in Annex III of the IDP.

The Harbour Action Areas LPB will be a tool to help manage development and change in a positive way. It will sit alongside the IDP and will be part of the planning process.

### What will the Local Planning Brief look like and what will it be used for?

The LPB will be a document that covers the full extent of the two Harbour Action Areas of St Peter Port and St Sampson. It will be based on evidence of how the areas work and what may change, and will contain a vision for the future of the two harbours. It will contain policies, principles and proposals along with a proposals map.

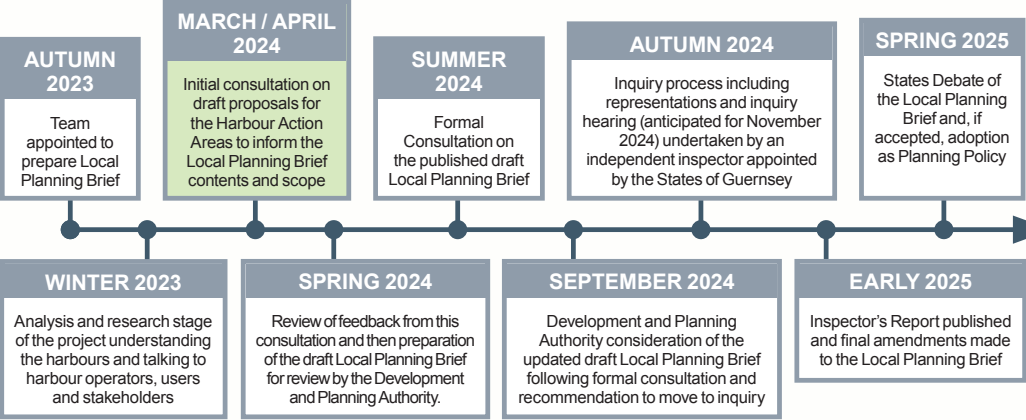
It is important that the LPB is complementary to the IDP and adds detail where it is helpful in making sure the right kind of development comes forward and the right issues are considered. It won't be able to conflict with, or change, any of the policies in the IDP.

Once it has been adopted (see timeline below) it will be used to guide planning decisions within the Harbour Action Areas and will be a material consideration in how decisions are made. This means that proposals brought forward in accordance with the requirements of the LPB are more likely to be supported, subject to it also meeting other policies and guidance.

### What does the Island Development Plan say that the Local Planning Brief must cover?

- The IDP requires that the Harbour Action Areas LPB must set out a strategy for the St Peter Port HAA and the St Sampson HAA. Both areas are defined on the IDP Proposals Map (see plan top right).
- The IDP sets out that the Local Planning Brief must consider:
- The need for coordinated planning, so that different activities and uses work together
  - How best to propose mixed use development, that includes employment, housing and other uses
  - Going beyond purely functional matters
  - Change that will attract inward investment
  - Social, economic and environmental issues
  - The need for commercial expansion within the two towns and harbours
  - Culture, the visitor economy and tourism
  - Accessibility and appearance
  - Historic setting
  - The future needs of a modern port that serves the island well
  - Reducing traffic and addressing conflict between different road users and pedestrians
  - How best to safeguard marine related waterfront
  - How best to address the risk of flooding into the future

## Timeline for adoption of the Harbour Action Areas Local Planning Brief



## Feedback question 1: Have you heard of the Harbour Action Areas before?

Please give your response on the feedback form on our website



# Summary of analysis - St Sampson

Over the past few months, the appointed team have been undertaking an analysis of St Sampson Harbour Action Area and how it works. This has included a review of existing documents and studies, meetings

with stakeholders and landowners, and mapping out how it is used at the moment. This work has also been informed by the Guernsey Development Agency (GDA) survey undertaken before Christmas.

This board summarises these findings for the St Sampson HAA and highlights the key issues that we think should drive what the LPB needs to address.

### Land uses, including housing, commercial and industrial and town centre uses

St Sampson is the second town on the island and includes a good range of local shops and services. The Bridge is a popular location for local shopping.

There is an under supply of new housing to meet the island's housing need, but there is no easy way to provide new homes in the St Sampson Harbour Action Area without addressing future flood risk issues and relocating or upgrading some of the "bad neighbour" industrial activities, such as fuel storage and the power station.

Employment land on the island generally is being squeezed due to pressures on the harbours and residential demand – there is a need to protect employment expansion land and to carefully consider the best location for this. Longue Hougue is already an important focus for industrial activity.

Marine industrial uses, including boat repairs and storage around the harbour, help support the water based activity and support jobs and services around St Sampson. Many of these uses are located along North Side/Castle Road.

### Space for people

St Sampson and the Harbour Action Area has a very urban character with little green space, landscaping or planting. The routes directly around the harbour feel like a positive place to be despite the conflict with vehicles, but there are few opportunities to sit and enjoy the proximity to water and views out. Pedestrian routes to the harbour are very poor in some locations. The GDA survey identified places for eating and drinking as something that is missing in St Sampson.

### Marina uses and cargo


The vibrant marine leisure sector offers potential for growth and adding value to the island. A key focus of these uses is in St Sampson around the well-used harbour.

Some marine leisure supply chain activities might be relocated to Longue Hougue, thereby creating opportunities for alternative uses within the St Sampson HAA. The impact of growing flood risk on all marine activities presents an opportunity to combine new facilities with flood defences.

### Fuel storage and energy security

Fuel storage and the associated Major Safety Hazard Zones (as shown on the constraints plan) prevent intensive uses such as housing or offices from taking place within these areas. Alternative methods for generating and importing energy in the future may mean there is less demand for liquid fuel (and therefore its storage) which could enable a reduction in storage space and create potential for its relocation.

In the future, de-carbonisation of the grid could also reduce demand as more energy is made in renewable ways on the island. This could change requirements for energy generation and the power station, which could become redundant over time.



### Heritage and character

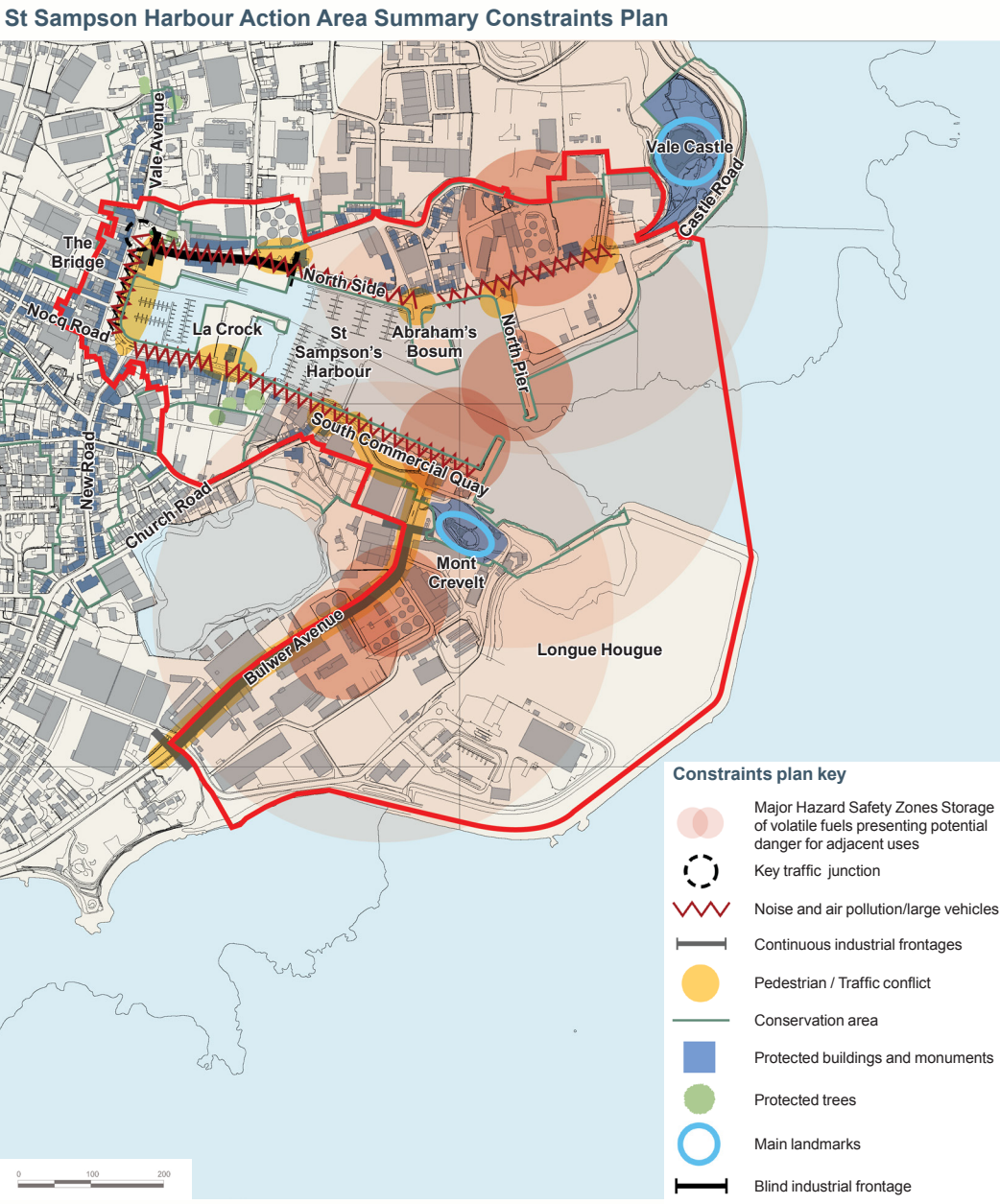
St Sampson has a strong character that comes from the consistent built frontage enclosing and overlooking the harbour, and water based activity. The mix of town centre and industrial uses is part of this character, although some of the buildings and uses e.g. the power station are more negative than positive at the moment. The strong use of granite in buildings and historic walls and features help make the harbour area distinctive. There are heritage landmarks at Mont Crevelt and Vale Castle either side of the entrance to the harbour.

### Flood Risk

St Sampson is subject to coastal flooding, with The Bridge currently flooding during some high tide events. This is predicted to get worse with climate change as sea levels rise and storms become more intense. Low-lying areas to the West of The Bridge are particularly vulnerable to flooding. The harbour is well protected from wave action by the existing harbour piers and breakwaters.

In the future, climate adaptation and flood risk mitigation measures will need to accompany development proposals as part of longer term infrastructure upgrade. The regeneration of the harbour offers an opportunity to respond holistically to climate change, and to help the island achieve Net Zero Carbon by 2050, as well as protecting and enhancing biodiversity.






### Tourism and leisure

There is currently a limited tourism offering in St Sampson. Opportunities to make it a more popular place to spend time, enjoy the waterfront and heritage features, such as Vale Castle (right), may change this in the future. A lack of restaurants and bars was identified in the GDA survey.

The main leisure focus of the harbour area is boating related and the area has a lot of small and medium sized boats. There are a number of sites and buildings that could be well used for restaurants and cafes and place to enjoy being next to the water year round.




### Traffic, congestion and pollution

South Quay, North Quay and The Bridge all suffer high levels of congestion and traffic at various times of the day. This leads to issues with air pollution and noise pollution, and a poor pedestrian environment.

Car parking data from 2021 indicates a high average utilisation (81% and above) of 23-hour and 10-hour car parking at the Bridge. The provision of free parking keeps this demand high, and doesn't encourage more sustainable or active travel such as the use of e-bikes which are gaining popularity on the island.

There may be potential for routing through-traffic and larger vehicles across the harbour instead of around it. This may make The Bridge frontage less busy with cars and larger vehicles, and a nicer place to be for pedestrians.



### Wider links

Making sure people can get to St Sampson easily, and between St Sampson and St Peter Port is important for making sure it thrives as the second town.

There are a lot of walkers and cyclists who walk around the coast, and are looking for better and safer connections e.g. north to Bordeaux Harbour.

St Sampson has bus services that connect to a number of locations on the island, but there is little space at The Bridge for bus stops and no coordinated interchange for transport modes or information.





# Summary of analysis - St Peter Port

Over the past few months, the appointed team have been undertaking an analysis of St Peter Port Harbour Action Area and how it works. This has included a review of existing documents and studies, meetings

with stakeholders and landowners, and mapping out how it is used at the moment. This work has also been informed by the Guernsey Development Agency (GDA) survey undertaken before Christmas.

This board summarises these findings and highlights the key issues that we think should drive what the LPB needs to address.

### Commercial harbour activity

A key activity within the St Peter Port HAA is the commercial harbour which is the focus for freight and passenger transport to and from the island. Requirements for handling unitised freight may change over time in terms of volumes and commodities, and the port may need up to 5,000 sqm additional capacity over next 10 years.

Potential for complete relocation of unitised freight to Longue Hougue raises significant opportunities for rethinking what St. Peter Port Harbour contributes to the town and local people.

Currently there are conflicts between different users on the harbour, focussed around the port operations, leisure ferries, car parking, and pedestrian movement. There is some concern that uses aren't coordinated as well as they might be, and that there is a lack of synergy with Town.

### Tourism and leisure

Lots of people come to Guernsey as tourists, and many of them come to St Peter Port which is a great asset. However, there isn't enough for all age groups to do, and a particular gap for children and activities in wet weather. Some visitor uses e.g. cruise tenders, can clash with other activities.

There are a number of small scale museums and art galleries in St Peter Port and opportunities have been identified for new visitor attractions.

### Active travel connections

There is a lack of safe attractive pedestrian/ cycle environment across the harbour area, particularly where conflicts exist between different users, associated with existing port operations and existing vehicular routes.

There is a significant opportunity to improve the arrival experience for all through features such as enhanced signage, wayfinding and information boards, and conveniently located facilities.

### Heritage and character

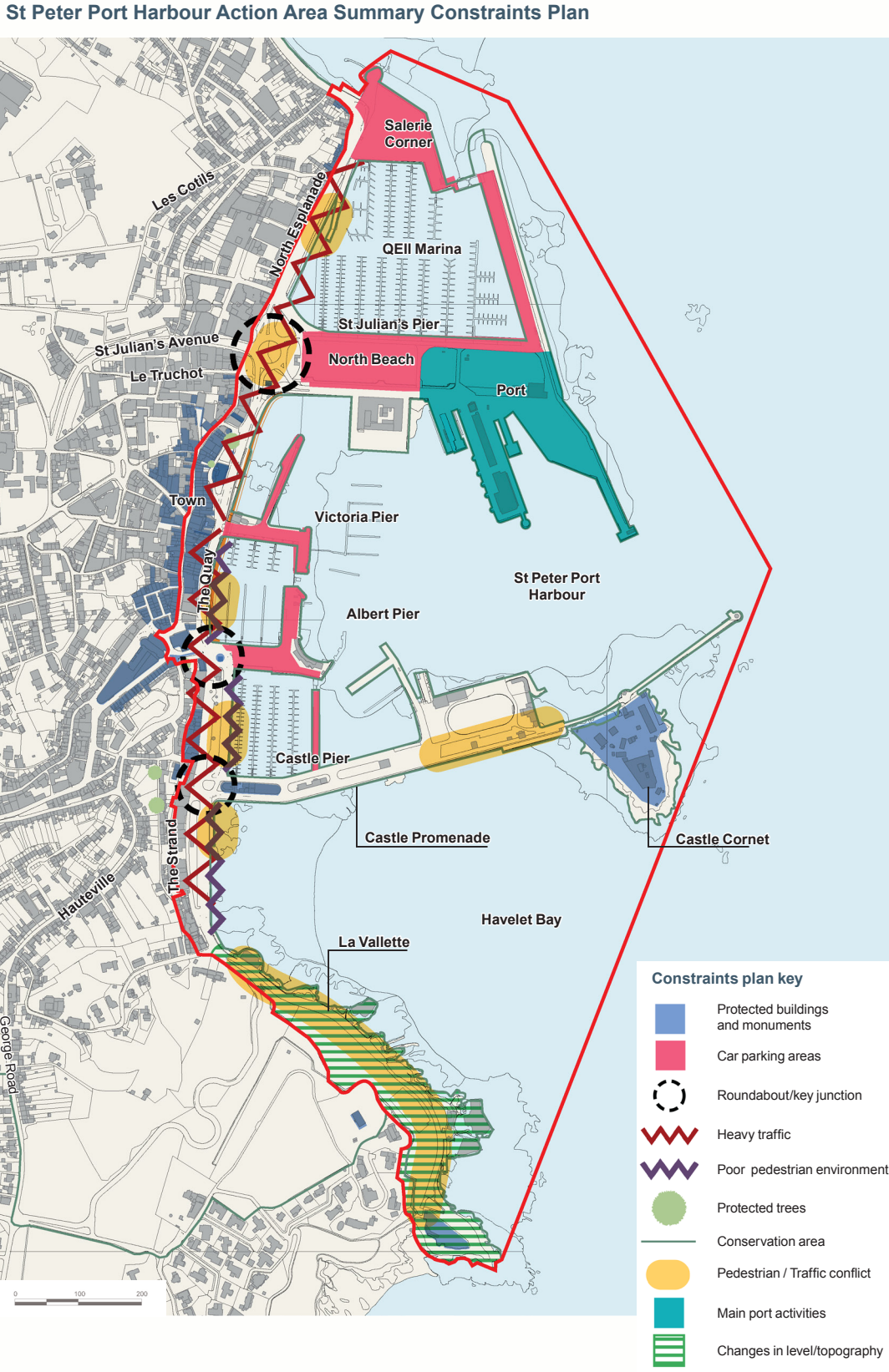
St Peter Port, in its position as the oldest settlement on the island, benefits from significant positive heritage character in the winding streets of Town. The harbour area also has a lot of heritage features but this strong character is mixed with poor quality environments.

At the moment the heritage features often sit at odds with the more operational harbour activities. It is noted that some historic cranes were recently retained within the operational harbour.

### Flood Risk

Due to the steep topography, St Peter Port has a relatively low vulnerability to flooding, however most of the harbour, existing piers and the sea front would be affected by coastal flooding in the long term. This is predicted to get worse with climate change, as sea level rise and storms become more intense. The harbour is generally well protected from wave action by the existing harbour piers and breakwaters, however in the more exposed Havelet Bay, coastal defences are overtopped by waves during intense storms.

Climate adaptation and flood risk mitigation measures will need to accompany redevelopment proposals. The regeneration of the harbour offers an opportunity to respond holistically to climate change, help the island achieve Net Zero Carbon by 2050, as well as protecting and enhancing biodiversity.



### The Marine Leisure sector

The vibrant marine leisure sector in St Peter Port offers potential for growth and adding value. There is an identified opportunity for a new Pool Marina that would create additional space for yachts and other medium sized boats in the middle of the harbour, off Victoria and Albert Piers. The best landing point for a new Pool Marina needs to be established.

Land side facilities to support the existing marinas and for visiting boats is identified as a gap that needs to be addressed.

### Opportunities for development

There is currently an under supply of new housing to meet the island's housing need (particularly affordable housing), and there will also be a requirement for new commercial office space during the plan period, alongside a need to protect the retail uses in Town.

To accommodate demand for housing, leisure and commercial floorspace (including offices and retail) and to optimise the use of the harbours, significant development opportunities could be identified on some of the piers, but only if space can be freed up e.g. by relocating the port activities, reducing or decking car parking. Opportunities for new development can only come about if other land uses are reduced or more land is created or reclaimed.

Combined with the demand for new floorspace, there are opportunities to attend to the ageing building stock in Town (both industrial and commercial), and an opportunity to retrofit and refurbish these uses.

### Space for people

In St Peter Port there is a real challenge in terms of space for people to walk around safely and conveniently along the waterfront to avoid cars and traffic.

Key pinch points include along the Esplanades, the car parks and places on the Piers where multiple uses overlap. This discourages people walking and cycling and feeling safe. Seafront Sundays have been a really successful way of looking at how to address this problem for a limited period.

There is little space in St Peter Port HAA that can be used for people to gather, chat and meet without it also being used for something else.

### Extent of surface car parking

The existing car parks on the harbours take up a large percentage of their surface area and limit other activities. Car parking is all free to use for different timescales, and does not encourage users to consider sustainable or active travel. There are reports of congestion caused by those driving between car parks trying to find a space, or to move between parking zones.





# Emerging Vision for the Harbour Action Areas LPB

The analysis and research undertaken into the two harbours (summarised on boards 2 and 3), together with the Local Planning Brief requirements set out in policy and information gathered from meetings with stakeholders and harbour operators, have helped us identify key opportunities that we think the Local Planning Brief needs to address.

These are:

- The large areas of un-managed surface car parking prevent other active or value-generating uses coming forward, especially in St Peter Port. Many of these spaces are used for office parking and not to support the shops and business in Town.
- Over the next 20+ years it is likely that the freight and passenger activities of the ports will need additional space and would benefit from reorganisation to work more effectively.
- The reorganisation/relocation of some of the "bad neighbour" uses, such as the fuel storage and power station in St Sampson, could allow for new uses and positive change to come forward.
- Marine industries and related leisure activity is important for the Guernsey economy and local character, and needs to be retained, refocused and given space to work better.
- There is a lack of good quality public space in both of the harbours, either for people to spend time or for it to fulfil its potential as a visitor and leisure destination.
- Climate change means that flooding in the harbours will get worse over time, and that a strategic flood defence strategy will need to be in place to make new uses and intensification of activity feasible.
- The heritage assets and key views of the harbours are not celebrated at the moment, and more can be done to focus attention on the areas strengths.
- Wayfinding is challenging, with poor signage and not enough thought given to different users.

These issues have shaped the development of an emerging vision for the Harbour Action Areas and nine vision enablers. As part of this consultation we would like your views on this, and any feedback. This vision is designed to encourage the LPA to think positively about the future opportunities that can be created in both St Peter Port and St Sampson. Some of these opportunities may be possible in the short term whilst others may take longer to come to fruition.



Spill out space for cafes and restaurants can be combined with quality public realm to create convivial spaces for people to enjoy.



Appropriate street furniture, signage and wayfinding can enhance footfall through town centres and along the waterfront.



High quality public realm should be focussed around natural assets (e.g. the waterfront), as seen in this example in Regent's Canal in London.



Spill out space for cafes and restaurants can be flexible, and allow businesses to accommodate residents and visitors throughout the year.

## Emerging Vision:

***"To ensure that the St Peter Port and St Sampson Harbour Action Areas are fit for purpose for the future and that they enable positive change that benefits the community, the economy and the environment of the island as a whole."***

This will be achieved by:

- 1 Managing and limiting the **impact of climate change** and sea level rise impacts on both St Peter Port and St Sampson.
- 2 Protecting the **needs of the operational harbour** over time and in order to operate effectively and **support Guernsey** as whole.
- 3 **Supporting marine related industry** and water-based activity along the eastern edge of Guernsey.
- 4 Addressing the **lack of space in the harbours given over to people** and the amount of space given over to cars and to car parking. Consolidating active and sustainable transport infrastructure.
- 5 Increasing and supporting land and water based **leisure and tourism opportunities**.
- 6 Addressing a range of **poor connections** between the harbours and towns, particularly for those who are **walking and cycling**.
- 7 **Enabling investment** and creating new opportunities for development that can help cross fund infrastructure improvements and **provide additional benefits for the town(s) and people**.
- 8 **Preserving views** from the harbours of the water and back to the town(s).
- 9 Supporting the **heritage, character, richness** and variety in the two harbours and town(s).



High quality mixed use development at the water's edge, as seen here in Wapping Wharf, Bristol.



Dedicated routes should provide safe, accessible connections for various modes of transport, and should be combined with high quality planting.



Planting and landscaping are in short supply on the harbours. In protected locations planters could be used to provide shelter and greening

## Feedback question 4: Do you agree with this vision statement and the nine vision enablers for the LPB?

Is there anything else that should be included in this vision?

Please give your response on the feedback form on our website



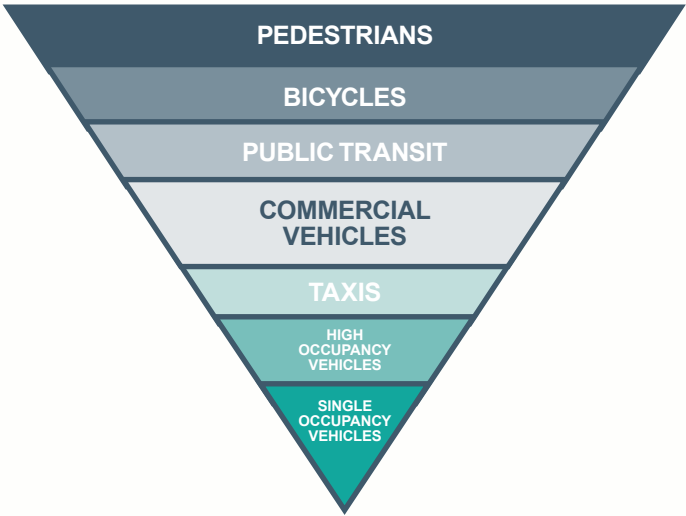


# Transport, movement and parking

One of the five main objectives that the Local Planning Brief must respond to is to “Provide transport infrastructure which improves transport connectivity and choice to, within and between the Main Centres”.

In order to do this the relative priority given to different users of road space needs to be reconsidered. The road user hierarchy diagram (right) is already established in the strategy for Guernsey’s development, as set out in the Integrated Transport Strategy (2014). This diagram sets out how we need to think differently to make places that work for all users and that responds to the challenge of climate change. This idea was first put forward in 1994 and ranks transport modes in order of their environmental emissions. It places pedestrians and cyclists at the top priority, and single occupancy private vehicles at the bottom. This approach encourages us to plan for those at the top of the diagram first and to allocate space accordingly. It also enables people that want to use sustainable travel to do so, and if planned well can mean that other road space works better for those that don’t want to change.

At the moment, both harbours struggle with congestion at peak times with the most road space given over to single or low-occupancy vehicles, and very little priority is given to other road users. This makes both places less pleasant to spend time, and does not encourage them to be well used.



The Local Planning Brief will:

- Support measures that improve provision for pedestrians and cyclists including wider pavements, more cycle parking and cycle routes
- Set out ideas for extending “seafront Sundays” as a permanent solution along parts of the Esplanades
- Set out ideas for removing through traffic and industrial vehicles from The Bridge to a different location across the harbour (see below for example)

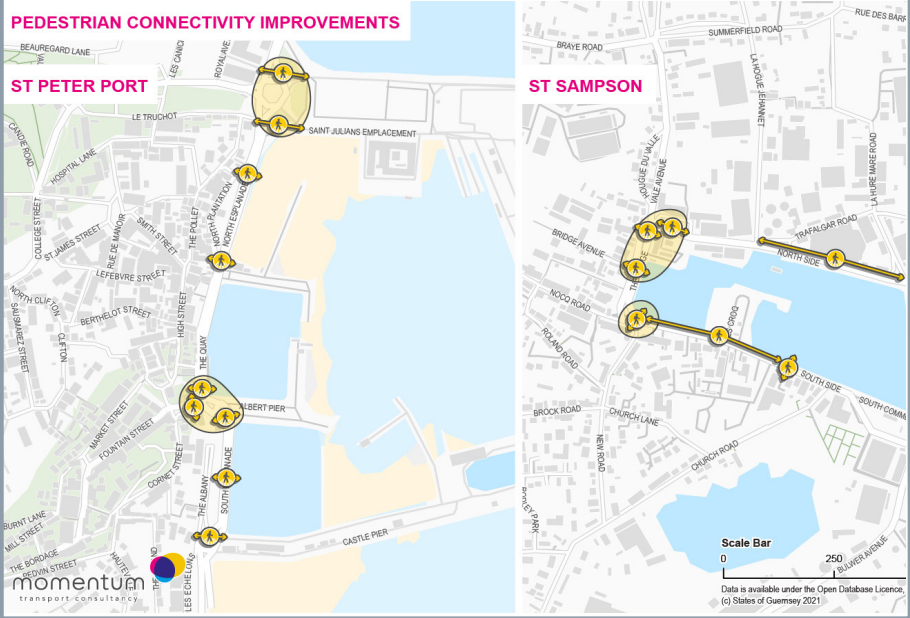
## Walking and Cycling Improvements

To prioritise and encourage more active travel (walking and cycling), the harbour fronts need improvements to walking and cycling infrastructure, such as crossings, cycle parking and cycle lanes. The width of many pavements is very narrow and often compete with parking spaces, or are pushed up against the harbour wall or edge.

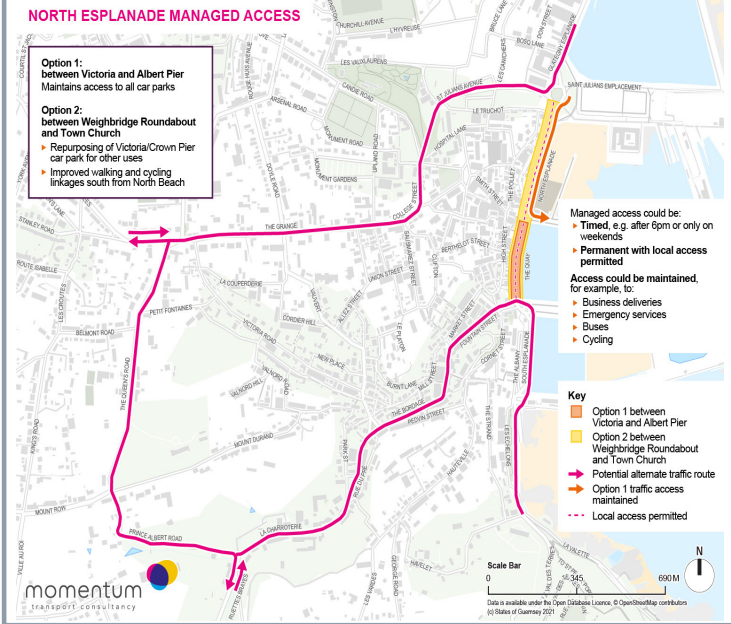
Feeling safe whilst walking and cycling is an important priority for all, whether you are walking for leisure, to the shops, or even from your car in one of the car parks.

The maps (right) show areas of poor pedestrian connectivity and where new or improved crossings and footways may be needed in both Harbour Action Areas to support all users.

## Potential for Pedestrian Connectivity Improvements



## Expanding “Seafront Sundays” at North Esplanade



## Bus Service Improvements

Guernsey is well served by bus routes, and prices are low compared to other places. Measures to support buses could reduce traffic congestion by moving people from cars to buses, which hold more people and don’t need to park at their arrival point. To encourage more people to travel by bus than by car, it would be beneficial to:

- Support increasing bus frequencies on key routes
- Create a priority bus lane between St Peter Port and St Sampson by extending outwards (see right).



The Local Planning Brief will:

- Support the provision of a dedicated bus link between the two harbour action areas that makes it easier for those that want to choose sustainable travel options, and reduce parking demand in St Peter Port

## Supporting E-Bikes

E-bikes are popular on Guernsey and have become an increasingly well used transport option for many people. They cope well with the hills and can be used by people of a wide ranges of ages abilities. Existing cycle parking areas are well used and popular, and would benefit from further expansion.

Docking spaces for any future shared or rental e-bike service (like the previous EVie scheme) would further support cycling and the use of mobility hubs and may help ease traffic congestion.

## Mobility Hubs

A mobility hub is a place where a range of active and sustainable travel facilities are grouped together for convenience, and to make moving around between travel modes easier. Mobility hubs could be located at The Bridge and at North Beach and/or South Esplanade. This would help to encourage cycling and public transport use within and between the two harbours.

Each mobility hub could incorporate:

- Bus stop with sheltered seating and real-time service updates
- Covered cycle parking and repair facilities
- Shared e-bike rental service/e-bike parking and charging
- Maps of local walking and cycling routes
- Car club vehicles
- Parcel lockers

The Local Planning Brief will:

- Support the creation of mobility hubs that make active and sustainable travel easier and provide a focussed location for interchange and related facilities
- Consider and propose locations for mobility hubs to be created and ensure they are well located and convenient to access and use



Image Credit: SHARE North

## Introducing Car Parking Management and Charges

As the On-Island Integrated Transport Strategy states “No amount of improvement to other forms of transport will be sufficiently effective in modal shift from the car when it is competing with the ability to park all day for nothing.”

Car parking is one of the main land uses in the St Peter Port Harbour Action Area, and opportunities for change and investment will be limited unless this use can be reduced, relocated or managed differently. In order to make better use of the Harbour Action Areas and enable investment, a range of measures may need to be considered, such as car parking management methods e.g. paid long-stay parking for commuters, demand-based pricing so those who park further away from town pay the lowest charges. This would help to reduce congestion and demand on the harbour front by encouraging a modest percentage of drivers to use other means or car share. Only a small proportionate reduction e.g. 10%-20% could make a big difference to the potential of the harbours to deliver new uses and to work better for all.

A reduction in demand of car parking, together with ideas such as decked car parks, could create opportunities for new development and bring activity, jobs and other opportunities to the harbours which would help support the local economy.



The Local Planning Brief will:

- Support measures that allow some of the space given over to car parking in St Peter Port Harbour to be reduced or relocated in order to create opportunities for change and to support the local economy
- Support measures that encourage those that want to consider alternative means to get to the harbour for work

Feedback question 5: Do you think these ideas for the Local Planning Brief respond adequately to the need for new transport infrastructure, transport connectivity and choice?

Please give your response on the feedback form on our website





# Supporting the island economy and attracting investment

One of the key objectives for the Local Planning Brief is to find ways to support the local economy and to bring investment to the island in a way that works well for people, place and planet.

Much of what goes on in both harbours is directly related to supporting local businesses and the Local Planning Brief can focus on creating opportunities for future change that balances a wide range of priorities.

A key part of this work is about understanding the potential benefits of change.

## Celebrating small scale activities and informal uses

- There are a broad range of smaller scale and informal uses that take place in both HAAs and it is important to plan and make space for these uses as well as the more formalised activities and uses. Smaller scale uses include: dinghy sailing, fishing, swimming, diving, walking, dog-walking and pétanque as well as stalls, kiosks and informal activities focussed on visitors.
- Other uses that seem to really work include the Bathing Pools in Havelet Bay which make great use of the less intensively used parts of the HAA and bring people along La Vallette to the south.

### The Local Planning Brief will:

- Support change that encourages a diversity of uses and users across the harbours, and that allows for smaller scale and informal activities to continue and to thrive
- Encourage water-related activities and opportunities that allow people to get on the water and to continue to value it as an important resource



Tuk Tuk Tours in St Peter Port



Seafront Sundays in St Peter Port



Small boats



The Bathing Pools, which reopened in 2023



Vivier Bunker on Castle Pier



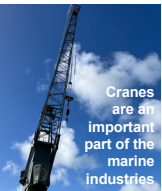
Havelet Bay supports different kinds of uses compared to the rest of the HAAs



Marine industry in St Sampson



Land-side marine industry



Cranes are an important part of the marine industries



Boat storage and repair are important to the local economy

## Maintaining and diversifying marine-related industry

- The marine leisure industry makes a vibrant impact in St Peter Port, not just in economic terms, but also with regard to its aesthetics, and indeed the persona of the island.
- The LPB foresees the continued growth of this industry, notably with the expansion of Pool Marina, and the need to safeguard the vital marine leisure supply chain and give it room to breathe so that it can continue to sustain boating activity. Key decisions need to be made about the landing point for a Pool Marina and vital land-side facilities for existing activities and visitors.
- St Sampson also plays a key role in the marine leisure supply chain. This will be safeguarded with scope for enhancement.
- Commercial port facilities in St Sampson service imports of bulk liquid fuel of various types, and commodities such as aggregates and timber for construction. The island cannot live without these, and the LPB therefore safeguards them.
- Operations related to bulk liquid fuels require hazard safety zones which prevent other uses nearby e.g. housing. The Local Planning Brief foresees that a time may come when import of fuel by sea is no longer required, and/or could be consolidated at Longue Hougue. This would open up many opportunities for exciting repurposing of land and would offer potential for private sector investment and attendant economic growth.

### The Local Planning Brief will:

- Safeguard marine related industry and support expansion in a way that is compatible with the positive character of the harbours
- Encourage consolidation and potential relocation of “bad neighbour” uses e.g. fuel storage to less intensive and people focussed areas

## Visitor experience and tourism

- There is a need to focus on making the harbours a place that people continue to want to go and spend time (and money in local businesses). This includes creating opportunities for visitor attractions - especially activities that work well in poor weather and for all age groups (including children).
- A wayfinding strategy is needed that links the visitor destinations in and around Town and the island more generally. As a visitor, it is not currently very easy to find everything you might need.
- An updated plan is needed for cruise ships and other water-based uses so they work better.

### The Local Planning Brief will:

- Support activities and uses that provide visitor destinations and opportunities, including year round, and for younger visitors (and residents)
- Support measures to improve signage, wayfinding and consistent information sharing about what is going on in the harbours and what is nearby
- Support a tourism strategy that proposes a robust approach for how cruise ship passengers arrive in Town and make the most of their visit



The Esplanades are the interface between Town and harbour for visitors



The environment north of St Sampson, towards Bordeaux Harbour



Aquarium site (currently closed)



The Underground Museum at La Valette



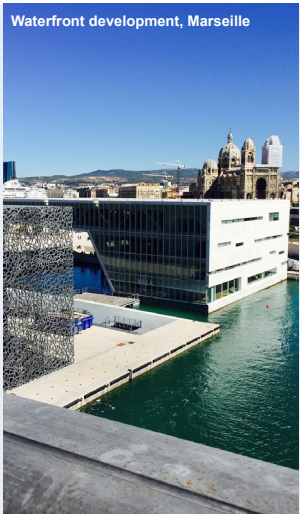
White Rock Cafe



Visitors on Castle Pier



Harbourside regeneration, Lyon



Waterfront development, Marseille



Riverside Museum, Glasgow

## Protecting the port and making space for change

- In the event that the port operations are not relocated from St Peter Port, the LPB protects the port operations to ensure that importing goods and getting passengers onto the island can be maintained. The LPB will safeguard approximately 5,000 sq.m as contingency for port expansion over the next 10 years. However, if the commercial and/or passenger port operation does relocate, then the plan foresees a wholesale and imaginative repurposing of the core commercial port area and wider harbours, and delivery of new homes and employment space.
- St Sampson could focus on expanding its leisure offering and rationalising some industrial uses to Longue Hougue, thereby opening up the marina for other uses including restaurants.
- There is an undersupply of new housing to meet the island's housing needs, and affordable housing delivery is a priority. However, without a number of strategic decisions being made, the HAAs are not likely to be suitable for new homes.
- It will be important to consolidate Longue Hougue as a key employment location and to ensure that marine-related businesses have appropriate locations for their activities (in both St Peter Port and St Sampson).
- This will mean that the scarce land resource will need to be fully utilised through appropriate mix and density - including commercial uses.

### The Local Planning Brief will:

- Safeguard land for potential expansion or reorganisation of port operations if and when needed
- Propose consolidated industrial and marine uses at Longue Hougue
- Set out proposals for any freed up land to be well used for employment and residential uses to help pay for other improvements

## Feedback question 6: Please tell us which of the measures proposed for the HAA LPB you support?

Please give your response on the feedback form on our website





# Leisure, heritage and placemaking

## Improving the pedestrian experience

A key issue identified during the analysis was the poor pedestrian experience across both harbours.

### St Sampson

In St Sampson, the main vehicular route severs access to the waterfront, and coupled with a noisy road and car parking on The Bridge, does not create a positive pedestrian environment. There is an opportunity to:

- Pedestrianise (parts of) The Bridge, introducing new restaurants and cafes and creating spill-out space.
- Create new public realm adjacent to the waterfront for people to sit, play and enjoy.
- Widen footpaths and introduce traffic calming measures, particularly on the north side of the harbour around some of the industrial uses.
- Better link some of the existing assets via safe walking routes e.g. Mont Crevelt.

#### The Local Planning Brief will:

- Focus on the delivery of new public realm
- Prioritise the safety and movement of pedestrians and cyclists
- Enhance existing, and create new points of interest to make walking the easiest and most interesting way to enjoy the harbours

### St Peter Port

St Peter Port also suffers the same severing main road in between the town and the water's edge. Here, the complex combination of different users creates issues associated with connectivity, conflict and car parking. Opportunities include:

- Improve pedestrian links and crossing points between the town and the harbour area.
- There is a real opportunity to celebrate the transition from tight narrow winding street, opening out into wide harbour with expansive views, and visceral smells and sounds. Views out from the end of the harbours are often spectacular, but at the moment pedestrians need to battle their way to the end of congested piers, only to be met with no safe, attractive seating options.
- If new flood defences and breakwaters are needed, could a circular walking route around the perimeter create an attractive and convenient new loop, linking points of interest between Salerie Corner and Castle Pier?
- Consider proposals to more permanently reduce traffic on parts of North Esplanade, introducing new restaurants, cafes and spill-out spaces.

High quality public realm, Guernsey granite, interesting human scale activities and easy walking routes all make places people want to spend time. These are examples from Guernsey and elsewhere showing where things can work well.



Seafrost Sundays take out the cars, make the Esplanades much nicer places for pedestrians and support the local economy



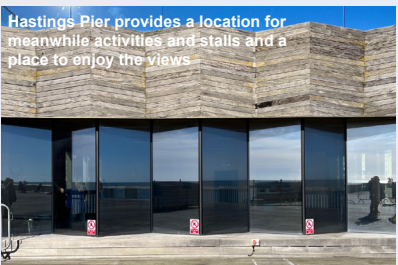
Where Guernsey Granite is used well it makes for very distinctive and high quality places



The range of activities and visual interest in the harbour needs to be supported by better access



Bridges between some of the piers could improve connections and prioritise pedestrian movement without disrupting boats or cars (Lyon)



Hastings Pier provides a location for meanwhile activities and stalls and a place to enjoy the views



Industrial heritage in St Sampson



Heritage-led regeneration in Fort William



There is currently no signage at the entrance to Castle Cornet welcoming visitors



Vale Castle provides an excellent location to view St Sampson and the bays to the north

Guernsey has a very rich heritage context which isn't always celebrated or highlighted as much as it could be. Both harbours have great examples of heritage and strong character and these could be given greater priority - including buildings, walls and also industrial heritage, such as cranes.

## Celebrating the heritage and character of St Peter Port and St Sampson

Both harbours have different strengths and weaknesses, which give them both differing characters. There is a clear opportunity to better enhance and celebrate the existing positive contributors to this, including:

### St Sampson

- Capitalise on the quaint nature of The Bridge, creating enhanced public realm/and more space to spend time. This may also mean celebrating the Bridge Frontage in the way it is in some other harbours e.g. Portree, Skye.
- Give Mont Crevelt some space to breathe around the perimeter, and provide better pedestrian routes to this from the harbour (including enhanced wayfinding and signage).
- Celebrating the existing heritage assets on the edges of the HAA e.g. Vale Castle, with better pedestrian links to this.

#### The Local Planning Brief will:

- Identify opportunities to better celebrate specific heritage assets
- Ensure new development respects and strengthens existing character generators in both harbours.

### St Peter Port

- Major landmarks and local landmarks - such as the Harbour Cranes, Castle Cornet, and the Castle Breakwater Lighthouse - should be better celebrated with dedicated routes, enhanced wayfinding, and complemented with other leisure uses. Together with other local landmarks such as Salerie Corner, Prince Albert Statue, and the Model Yacht Pond etc, these could form part of a new 'Heritage Trail', for example.
- Special qualities of the medieval core of St Peter Port include its tight urban grain, and change in levels, which contrasts quite significantly with the open flat areas on the piers. This provides a strong edge of development along the Esplanades as they abut the harbour, and this contrast could be enhanced by creating new public realm associated with these uses.
- Views out from the town over the harbours include key landmarks, and will be protected and enhanced where possible.

## Leisure, culture, and arts

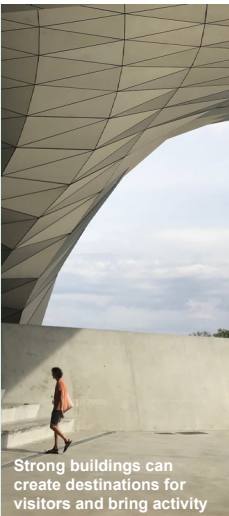
Both harbours have significant existing assets, but also significant potential for more facilities. Whilst visitors and tourists play some role in shaping the leisure, culture and arts provision, these spaces should also excite and interest the local community. There are opportunities to:

- Protect successful existing businesses, and facilitate their enhancement/expansion.

#### The Local Planning Brief will:

- Set out areas of focus for leisure and culture and where uses that support tourism should be located
- Encourage arts and culture across the harbours as a whole in a way that makes them more interesting to visit and spend time

- Encourage new informal activities and meanwhile uses on the piers e.g. temporary saunas; food markets.
- Make the most of the seaside location, creating space for sailing activities, bathing and other water-based activity.
- Introduce new marine-related leisure facilities, encouraging larger yachts.
- Focussing food and beverage options and restaurants and cafes in St Sampson to help enhance the evening economy.
- Look for opportunities for culture and arts around the harbours, such as an arts trail and allow space for high profile art installations and ideas.



Strong buildings can create destinations for visitors and bring activity



Public art can draw a crowd and act as a meeting point



Signage and interpretation can explain culture and heritage as well as tell linked stories about a place (Scotland)



Place specific signage (Lyon)

Creating places for visitors and destinations can be about attractions, public spaces, and supporting meanwhile and temporary uses that may be related to festivals or specific events. Signage, information and interpretation can also be useful.

## Feedback question 7: Please tell us which of the measures proposed for the HAA LPB you support?

Please give your response on the feedback form on our website





# Introduction to development scenarios

## The Local Planning Brief approach to change over time

The analysis, research and testing we have undertaken has shown that the most beneficial changes may only be possible if some existing uses are reorganised and relocated within the harbours, and appropriate flood mitigation is put in place. This would free up space for new development, enabling the island to attract investment and create wider benefits to the towns and the island as a whole (and meet the objectives of this project).

To understand how the draft vision and enablers could be achieved, we have started to test out a range of different approaches to development and change over time. What this demonstrates is that there are essentially two “phases” of change that the Local Planning Brief will need to plan for. These are:

- **Short/medium term changes (up to 10-15 years).** Working with short-term and localised flood risk, ongoing reorganisation of some uses e.g. fuel storage, and key decisions on car parking to be tested out and taken forward. It is important that what happens on key sites within this period does not prevent or limit the longer-term potential and greater benefits being realised, including new homes, offices, and better public realm.
- **Longer-term changes (20 years+).** Will require area-wide flood risk mitigation and key constraints such as fuel storage and port reorganisation/relocation to be addressed before significant change can come forward.

## Five development scenarios

To inform the LPB, five different development scenarios consider what could be achieved across both harbours if different choices are made around key land uses and activities, environmental protections and flood risk mitigation. The potential for change could be very different depending on a few key strategic moves and related infrastructure delivery (see flow diagram right).

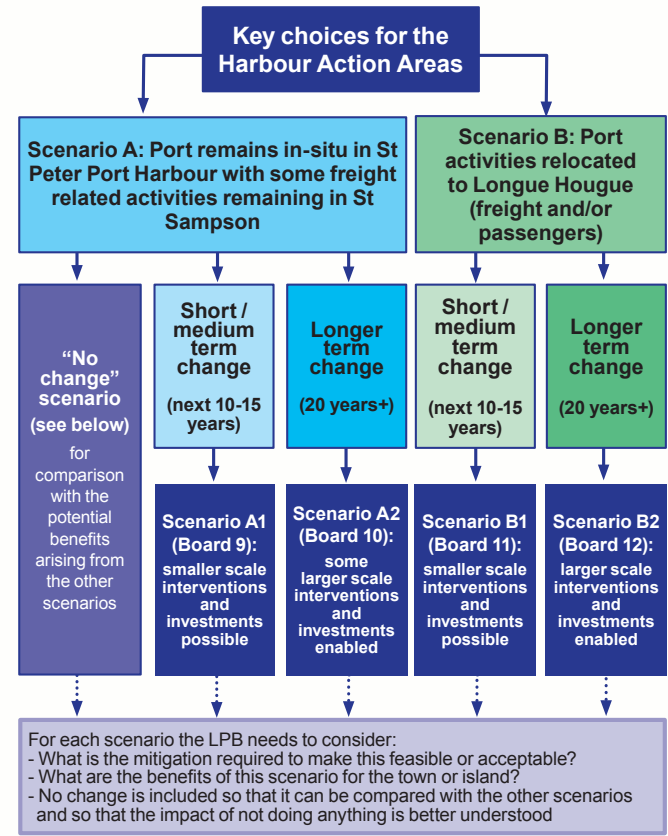
Some interventions are possible irrespective of timescales or a decision on a new harbour e.g. some changes to car parking, active and sustainable travel, visitor economy and marine industries.

With a key focus of the Local Planning Brief being around attracting investment and improving the harbours for the benefit of all, it is important that we consider who these changes would benefit and any concerns they raise for local communities. The scenarios in the LPB will be based on boards 9-12 updated following your feedback.

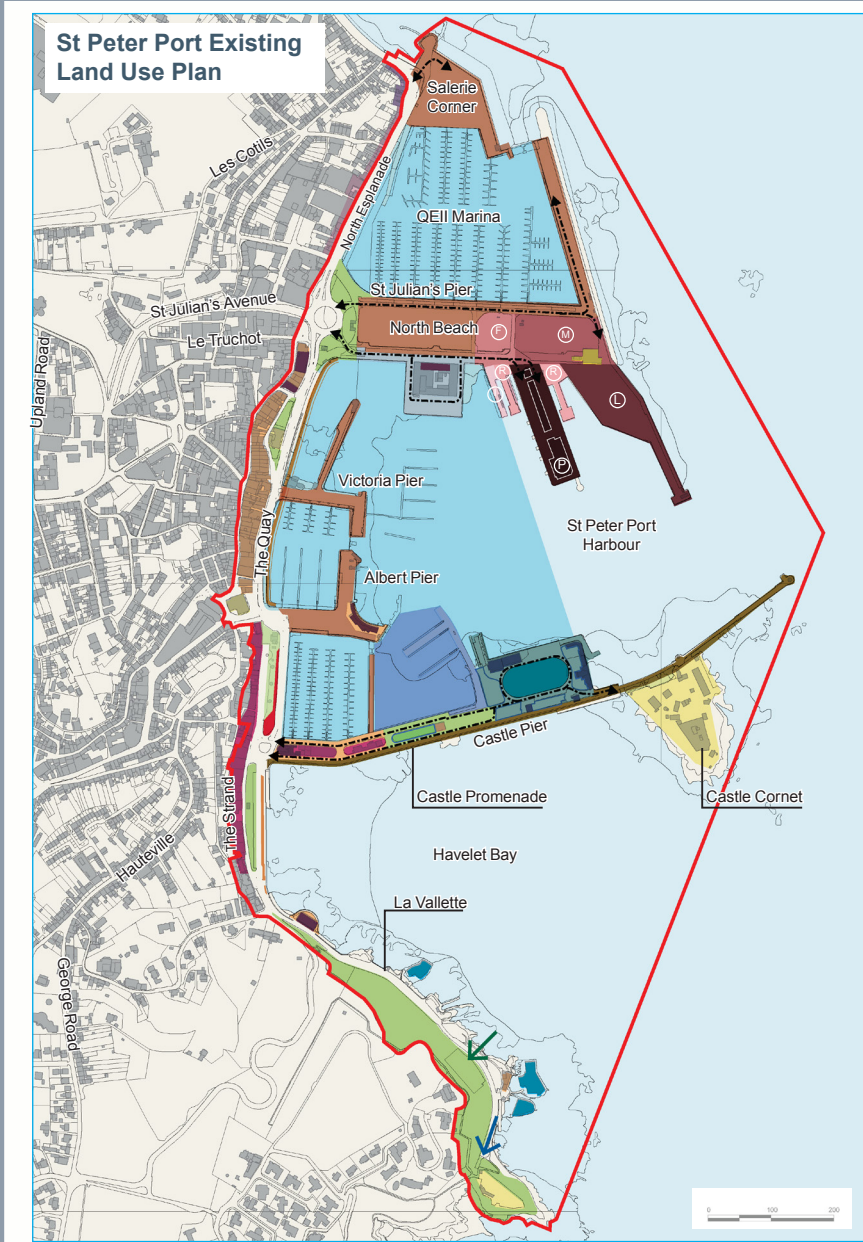
### How will multiple scenarios work in the Local Planning Brief?

The LPB is a strategic planning document and must include at least one proposals map, as well as policies or principles that enable decisions to be made around future change as planning applications are submitted.

Given the different approaches needed to phasing and the potential relocation of the port operations, it is likely that several different proposals maps showing different scenarios will be included in the LPB as well as a “decision-tree” to guide the process.

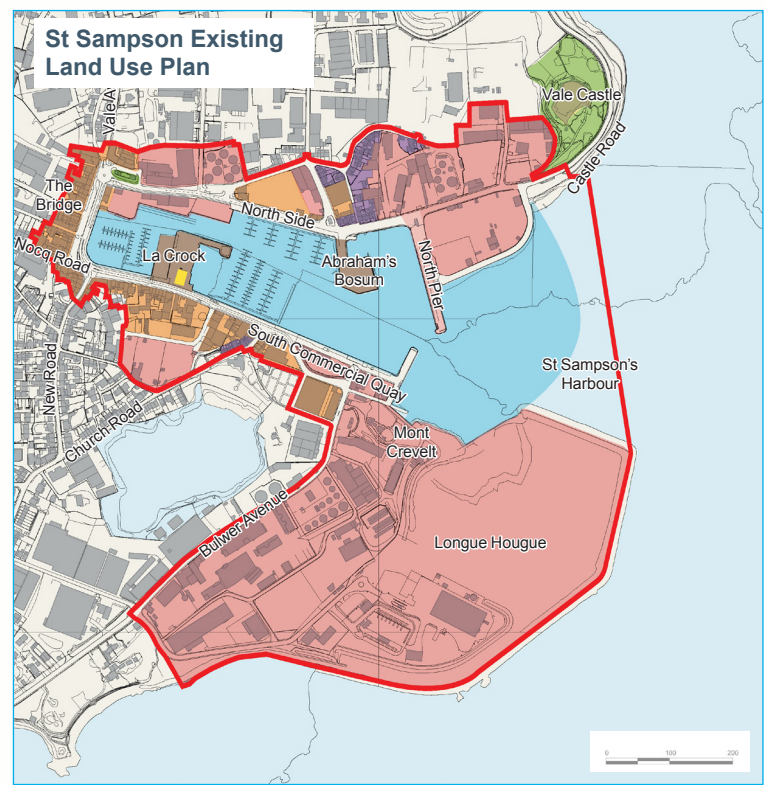


## “No Change” Scenario - limited benefits for the two Harbour Action Areas and related communities



**Left:** As they are, the harbours host a variety of uses, some of which work well in combination, and others which cause some conflict. In St Peter Port, the existing uses such as the port and car parking take up nearly all of the harbour areas and so there are very limited opportunities for change and new development. This limits any new development to small scale and localised low-risk interventions with minimal benefits.

**Below:** St Sampson's uses include the town centre uses at The Bridge, and large areas of heavy industrial and light industrial uses. The town centre of St Sampson actually occupies a relatively small section of the overall HAA. What can't be seen on this land use plan (but is shown on the constraints plan on board 2) is the impact that existing “bad neighbour” uses (such as the fuel storage) have on future development opportunities, and the impact heavy vehicle traffic and HGVs on The Bridge.



- Harbour Action Area Boundary
- Residential
- Retail at ground and Residential at upper floors
- Distribution / Retail at ground and Offices at upper floors
- Retail / Cafes/ Restaurants
- Restaurants and Bars
- Bus Terminus
- Car Parking
- On street Parking
- Water Based Activities
- Open Space and Green Space
- Industrial
- Boat Garage
- Vehicle Access (Pier and Car Parking)
- Support Parking
- PORT OPERATIONS**
  - Passenger Terminal
  - Lo-Lo Yard
  - Car Marshalling Yard
  - Freight Marshalling Yard
  - Ro-Ro Ramp
  - Inter-island Quay
  - Border Agency / Harbour Office
- MARINE ACTIVITIES**
  - Land Based Support for water based activities
  - Model Yacht Pond
  - Yacht Club / Retail
  - Fishing Boat Pier Area
  - Leisure Boat Pier Area
  - Marine Related Activities
- LEISURE AND CULTURE**
  - Cultural Uses
  - Promenade
  - Pools
  - Underground Military Museum
  - Former Aquarium

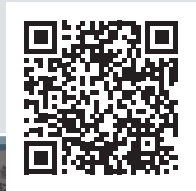
## Your feedback on the “No Change” Scenario

We have scored each of the development scenarios against the five development objectives for the Local Planning Brief:

The five objectives for the LPB	OBJECTIVE 1: Provide infrastructure that protects from environmental threats	OBJECTIVE 2: Provide transport infrastructure, connectivity and choice	OBJECTIVE 3: Ensure modern and resilient harbours	OBJECTIVE 4: Provide infrastructure to support Guernsey's housing requirements	OBJECTIVE 5: Provide infrastructure that supports existing business activity and new economic opportunities
Assessment of “No Change” Scenario	<b>Poor</b> Rising sea levels and storm events are not currently adequately protected against on either harbour. Without additional infrastructure flooding will increase	<b>Poor</b> Limited opportunities for improvements if existing system not changed	<b>Poor</b> Does not allow space for harbour reorganisation or expansion over time	<b>Poor</b> No space to accommodate new housing	<b>Poor</b> Limited space to accommodate new commercial space to support businesses

**Feedback Question 8: Do you agree with our assessment of the “no change” scenario against the five main objectives for the Local Planning Brief?**

Please give your response on the feedback form on our website





# Scenario A1

## Short-term opportunities with port operations remaining in St Peter Port

This development scenario is based around retaining the existing port operations as they are in St Peter Port, but identifying opportunities to rationalise uses and introduce new development where space allows. Due to space constraints in St Peter Port, the opportunities for new development on the harbours is limited. Proposals to support active and sustainable and active travel that may allow for a modest reduction in car parking can be considered alongside decked parking to take up less space.

In St Sampson, this scenario outlines the change needed to allow for more intensive uses and possible new housing when fuel storage and other “bad neighbour” uses are scaled back or relocated. In the short term this may mean that development for shorter term lower intensity “shed” uses are more likely to come forward (which are likely to be less impacted by flooding) - as long as they do not prevent longer-term opportunities.

Key Principles

Retain existing uses with small scale appropriate change on under used sites

Keep port operations going and safeguard area for expansion

Start process of moving fuel storage to southern side of St. Sampson Harbour

Focus for tourism and visitor activities on Castle Pier and Albert and Victoria Piers

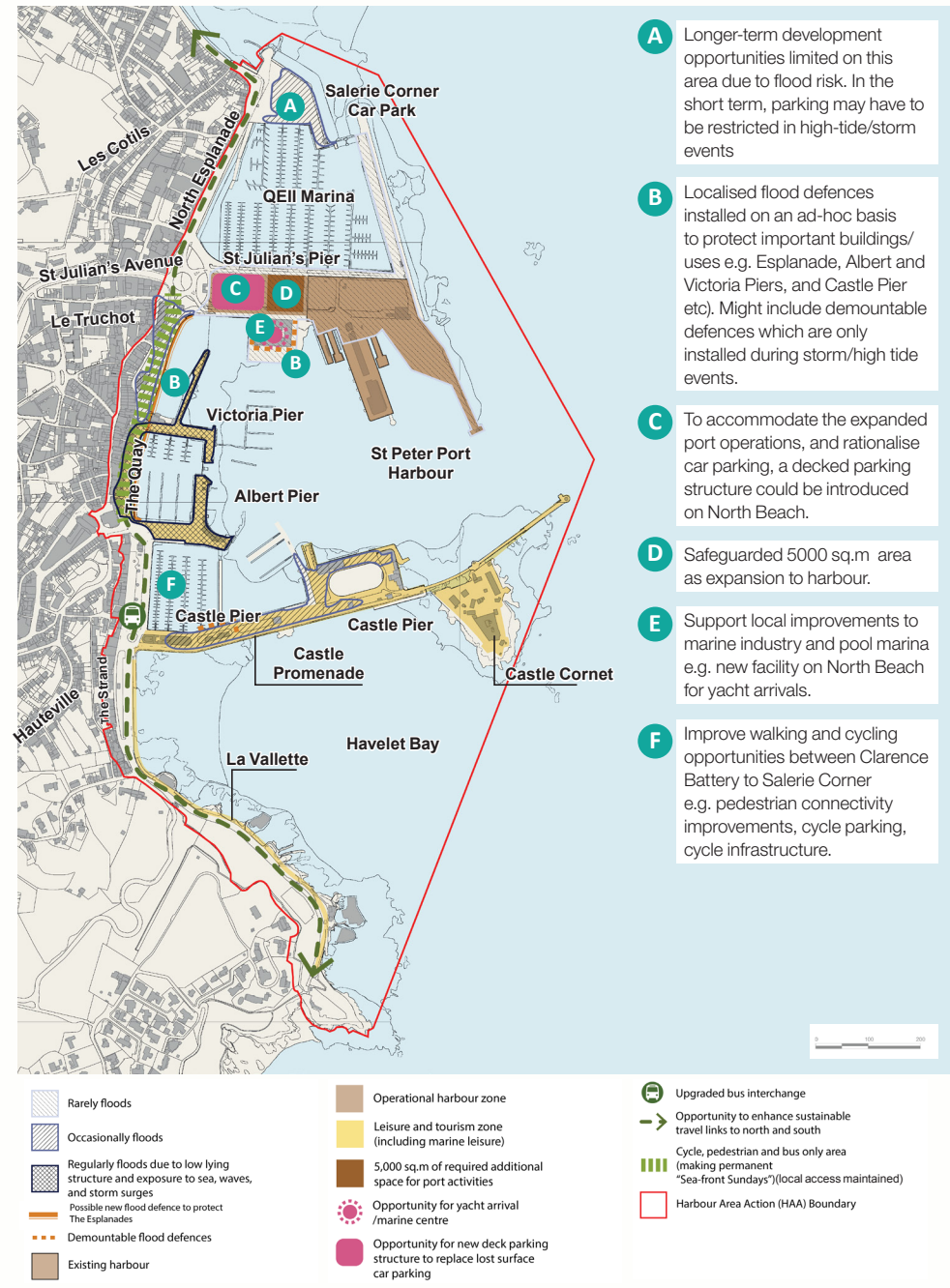
Improvements to the Esplanades to focus on improving active and sustainable travel

Local flood defences may be needed in some locations over time

### St Peter Port HAA

This scenario tests out:

- A reduction in surface car parking across the piers and whether decked parking or other changes can create local opportunities
- Opportunities for a visitor focus on some piers and functional uses on others



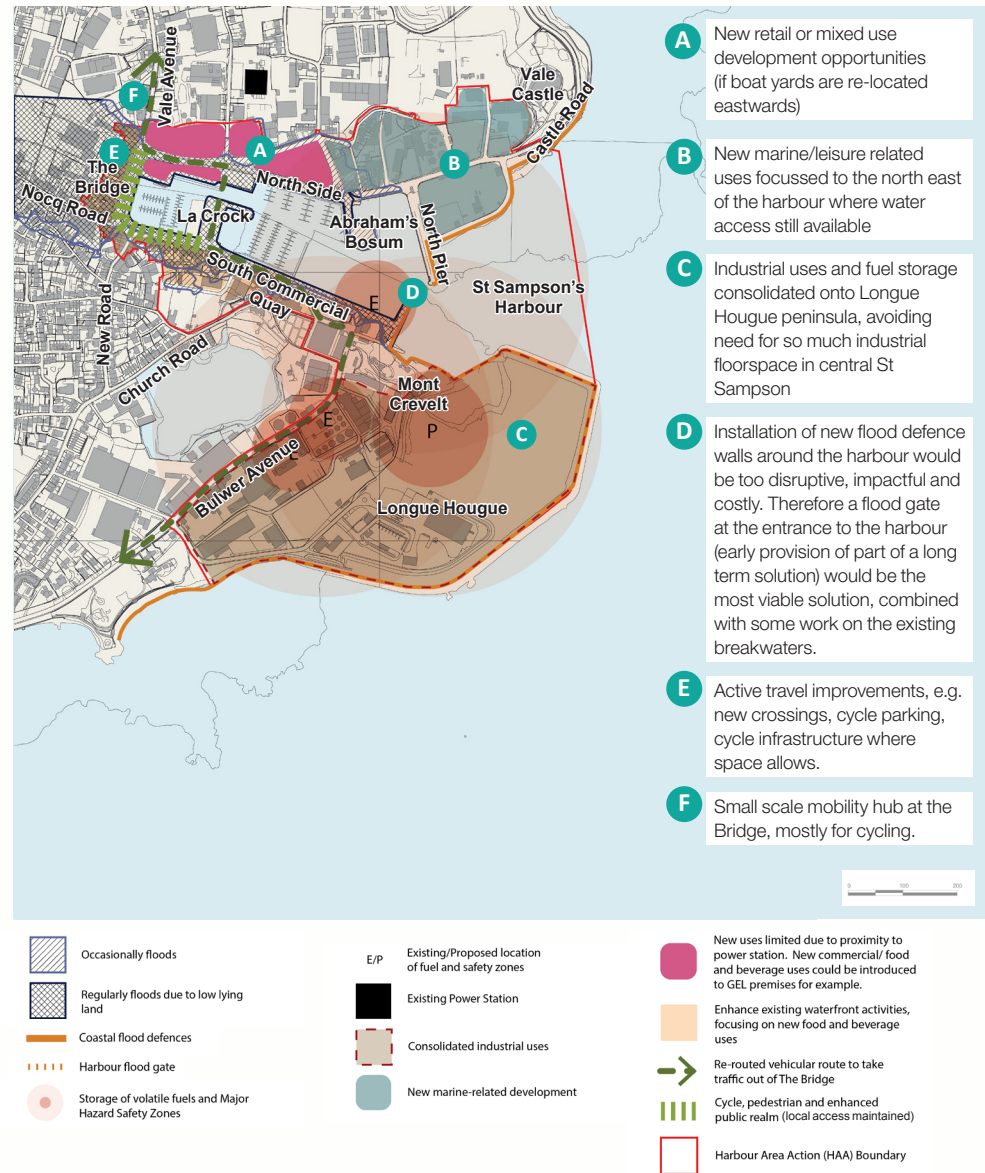
#### Benefits of this option could include:

- Continued and enhanced tourism and leisure provision on the piers, and southwards past Havelet Bay
- Potential for enhanced marine/yacht facilities focussed around a pool marina
- Long term security for harbour uses as they may need to expand or be reorganised over time
- Better connection and routes for pedestrians and cyclists and new bus facilities e.g. at North Beach

### St Sampson HAA

This scenario tests out:

- Reduction or relocation over time to Longue Hougue of the storage of volatile fuels from the northern side of the harbour.
- Space to be safeguarded on Longue Hougue for the consolidation of marine industrial uses.
- An assumption that the power station is no longer going to be needed in the same way in the next 10 years.
- Some potential for redevelopment along Northside but limited by flood risk and bad neighbour uses. A focus on new food and drink opportunities which local people say are needed.



#### Benefits of this option could include:

- Short term flood protection needed to enable existing committed schemes
- Unlocking development potential on the north side of the harbour, but likely to be limited to industrial/non-residential uses until fuel storage relocated/reduced
- Space for new public realm along The Bridge enabled by new bridge crossing over the harbour
- Consolidating marine related industry at Longue Hougue supports more effective local economy

## Your feedback on Scenario A1: Short term opportunities with port operations remaining in St Peter Port

We have scored each of the development scenarios against the five development objectives for the Local Planning Brief:

The five objectives for the LPB	OBJECTIVE 1: Provide infrastructure that protects from environmental threats	OBJECTIVE 2: Provide transport infrastructure, connectivity and choice	OBJECTIVE 3: Ensure modern and resilient harbours	OBJECTIVE 4: Provide infrastructure to support Guernsey's housing requirements	OBJECTIVE 5: Provide infrastructure that supports existing business activity and new economic opportunities
Assessment of Scenario A1	Moderate Short-term flood mitigation measures include de-mountable elements around important uses	Good potential Transport and movement improvements could be independent of other changes and benefit all users	Moderate Changes to existing port operations will be needed to allow it to continue to operate, and will need flood protection measures and potentially land raising	Moderate Opportunities for residential development in St Sampson, but relies on new flood gate. Limited opportunities in St Peter Port	Moderate Limited opportunities for expansion in St Peter Port, but some new commercial space could be created in St Sampson

### Feedback Question 9: Do you agree with our assessment of scenario A1 against the five main objectives for the Local Planning Brief?

Please give your response on the feedback form on our website





# Scenario A2

## Longer term change, growth opportunities in St Sampson, and port operations remaining in St Peter Port

This development scenario is based around retaining the existing port operations as they are in St Peter Port, but introducing strategic long-term flood defence measures in order to enable “larger-scale” change. Again, due to the space constraints in St Peter Port, the opportunities for significant new development on the harbours is limited.

In St Sampson, a new flood gate and breakwater (alongside the relocation of some industrial uses) presents significant mixed-use development opportunities on the north side of the harbour. This area could provide new homes, employment and retail space, as well as public realm opportunities. By relocating industrial uses to Longue Hougue, the need for heavy traffic to cross the harbour could be significantly reduced.

Key Principles

Enhance and expand uses at St Sampson primarily, with some change in St Peter Port

Prioritise port operations and raise levels out of flood risk zone alongside considering space needs for expansions

Relocated fuel storage and consolidated marine industry frees up land at St Sampson

Improvements to the Esplanades to focus on improving active and sustainable travel

Strategic flood defences need to be in place to facilitate greater investment


St Peter Port HAA

This scenario tests out:

Installation of strategic long-term flood defence measures

Raising land to safeguard port operations long-term

Reduction in surface car-parking



**A** With permanent flood defences, opportunity for landmark leisure use (or deck for parking if not installed on St Julian's Pier)

**B** Improvements to active travel/ bus frequency could be made

**C** Reduction in car parking enables new permanent leisure/ hotel opportunity, subject to visual impacts from town

**D** Introducing flood defences and raising land will safeguard port operations long-term

**E** Protection of sea front, and existing marina integrated with proposal for Pool Marina breakwater. Harbour flood gates mean marina can continue operating

**F** Permanent flood defences allow an expansion of provision of tourism/leisure facilities

**G** Upgrade to sea walls for long-term protection for Havelet Bay

Raising of existing breakwater and installation of new flood defence walls to deal with "still" sea level rises

Flood gates

Existing harbour

Operational harbour zone

Opportunity for new deck structure, or landmark leisure use

Opportunity for new leisure uses/ sheds

Opportunity for new deck structure, or landmark leisure use

Opportunity for yacht arrival/ marine centre

Upgrade bus interchange

Opportunity to enhance sustainable travel links to north and south

Opportunity to create pedestrian/ cyclist route on new breakwater

Cycle, pedestrian and bus only area (making permanent "Sea-front Sundays") (local access maintained)

Harbour Area Action (HAA) Boundary

Likely to be visual impact from town towards sea if significant new development proposed on St Julian's Pier.

Benefits of this option could include:

Long-term security of port operations

Confidence for businesses/homeowners that flood risk is mitigated

Some additional tourism/leisure opportunities in St Peter Port

Opportunity for some new commercial/leisure uses on former car parks if parking consolidated and reduced

Opportunities for new public realm along the Esplanades and improved pedestrian/cycle routes

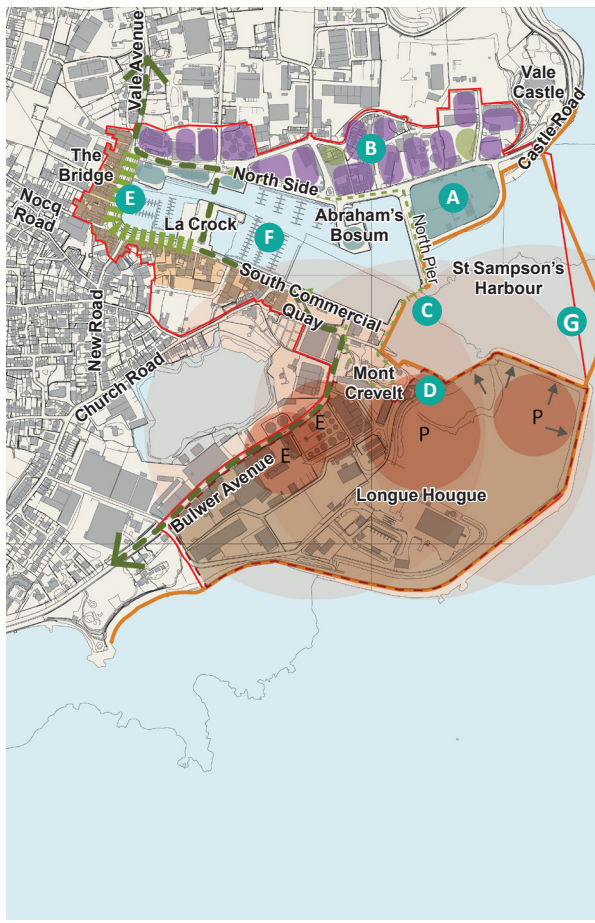
St Sampson HAA

This scenario tests out:

Installation of strategic long-term flood defence measures

All fuel storage to be relocated to Longue Hougue

Most industrial uses to be relocated to Longue Hougue



**A** Most marine industry moved to Longue Hougue, but some marine industry remains in-situ to benefit from direct water access

**B** New mixed use development opportunities

**C** Installation of new flood gate at the entrance to the harbour, combined with upgrades to the existing breakwaters.

**D** Fuel storage relocated to Longue Hougue industrial area, enabling development on the northern side of the harbour

**E** Opportunity to pedestrianise and enhance The Bridge area if traffic removed

**F** Vehicular route for general traffic and HGVs re-routed to avoid The Bridge area

**G** Sub-option where new breakwater and flood gate built further out, meaning a larger new area for large leisure craft can be created (and retained access for fuel delivery)

Coastal flood defences

Harbour flood gate

Storage of volatile fuels and Major Hazard Safety Zones

Existing/Proposed location of fuel and safety zones

Existing Power Station

Consolidated industrial uses

New mixed-use development

New open space

New marine-related development

Enhance existing waterfront activities, focusing on new food and beverage uses

Re-routed vehicular route to take traffic out of The Bridge

Cycle, pedestrian and enhanced public realm (local access maintained)

Pedestrian route around harbour

Harbour Area Action (HAA) Boundary

Direct water access possible

Benefits of this option could include:

Long-term flood mitigation

Major development opportunities on the north side of the harbour

A new mixed-use neighbourhood with new leisure uses, restaurants, cafes and public realm

Better segregation between heavy industrial and residential uses

More efficient cargo handling to Longue Hougue

Space for new public realm along The Bridge enabled by new bridge crossing over the harbour

### Your feedback on Scenario A2: Larger scale change, growth in St Sampson, port operations remaining in St Peter Port

We have scored each of the development scenarios against the five development objectives for the Local Planning Brief:

The five objectives for the LPB	OBJECTIVE 1: Provide infrastructure that protects from environmental threats	OBJECTIVE 2: Provide transport infrastructure, connectivity and choice	OBJECTIVE 3: Ensure modern and resilient harbours	OBJECTIVE 4: Provide infrastructure to support Guernsey's housing requirements	OBJECTIVE 5: Provide infrastructure that supports existing business activity and new economic opportunities
Assessment of Scenario A2	Good Long term planning around mitigation for sea level rises and environment will benefit all of Town and the esplanades and piers	Good potential Transport and movement improvements could be independent of other changes and benefit all users	Good Existing port operations can be kept in-situ and safeguarded, but will require space for expansion, and localised land raising in some places	Moderate Opportunities for residential development in St Sampson, but relies on new flood gate. Limited opportunities in St Peter Port	Moderate Limited opportunities for expansion in St Peter Port, but some new commercial space could be created as part of mixed use development in St Sampson

Feedback Question 10 : Do you agree with our assessment of scenario A2 against the five main objectives for the Local Planning Brief?

Please give your response on the feedback form on our website





# Scenario B1

## Short-term opportunities as a new port created is at Longue Hougue

By moving the port operations to Longue Hougue, St Julian's Pier in St Peter Port becomes available for new uses. However, if long-term flood mitigation measures are not implemented, it is likely that only non-residential uses such as new marine uses will be feasible on St Julian's Pier/North Beach and more intensive uses will be limited.

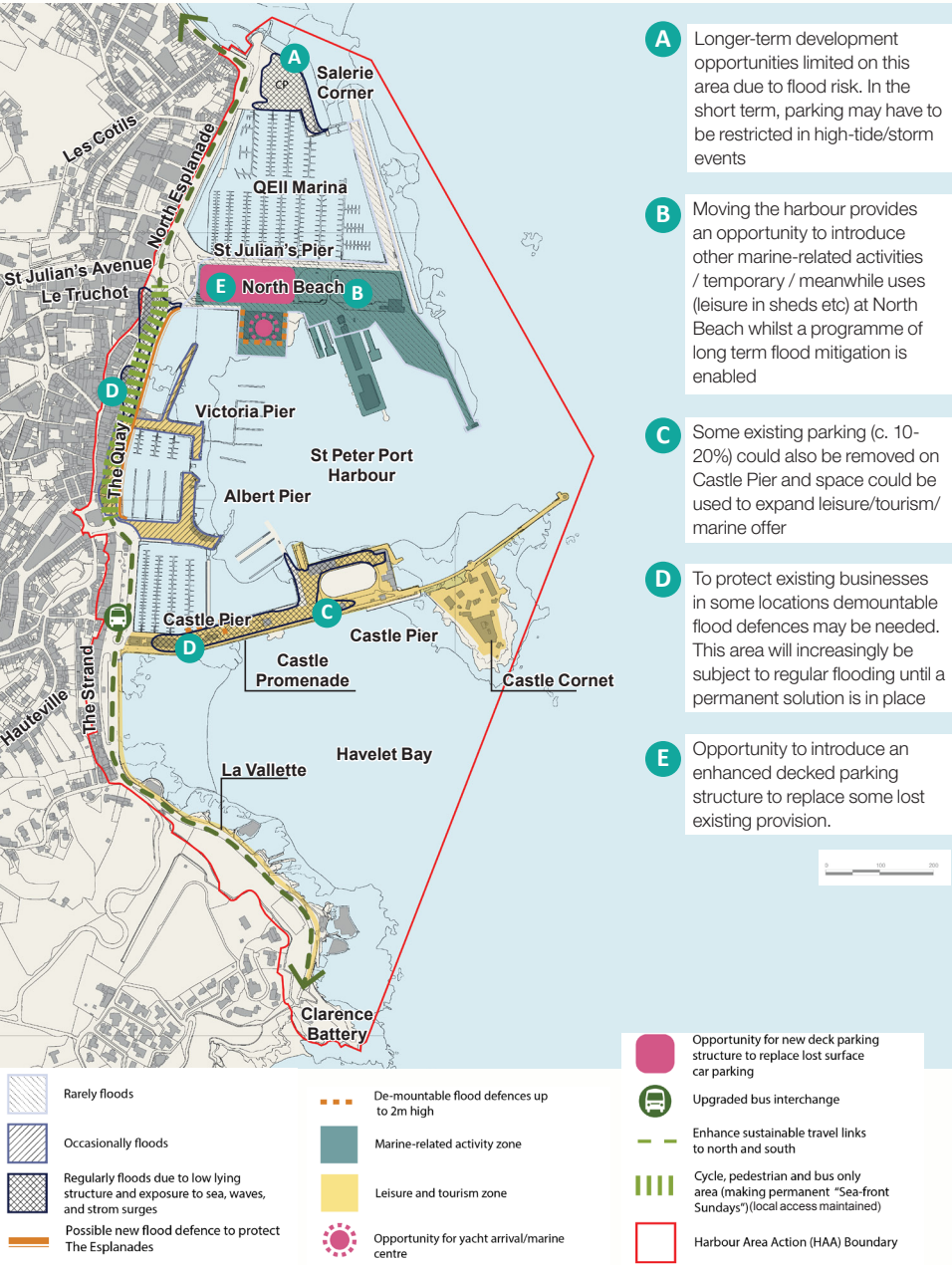
In St Sampson, new land for the port will be required south of Longue Hougue, and some development opportunities may become available to the north side of the harbour, again these would be industrial or marine related in nature in the short term. Improvements at the Bridge could be facilitated by a new road crossing and pedestrian focus. This interim strategy starts to enable wider change.

- Key Principles
- Retain existing uses with small scale appropriate change on under used sites
- Improvements to the Esplanades to focus on improving active and sustainable travel
- Start process of moving fuel storage to southern side of St. Sampson Harbour
- Focus for tourism and visitor activities on Castle Pier and Albert and Victoria Piers
- Local flood defences may be needed in some locations over time
- Keep port operational during relocation to Longue Hougue

### St Peter Port HAA

This scenario tests out:

- A reduction in surface car parking across the piers and their use for interim marine industries as the port operations are relocated and before any long term flood risk mitigation is in place.
- Localised reorganisation of car parking



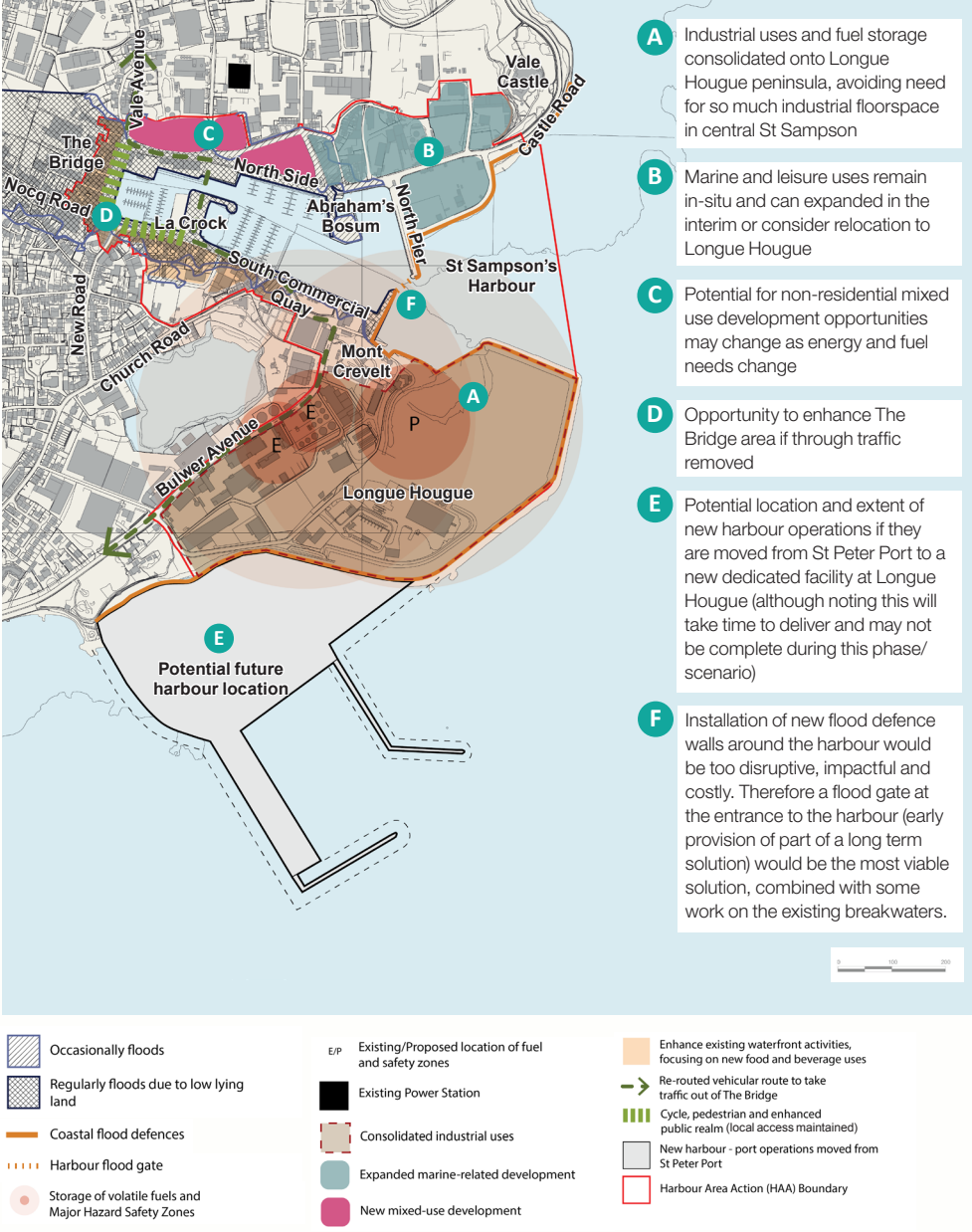
#### Benefits of this option could include:

- Continued and enhanced leisure provision on the piers, and southwards past Havelet Bay
- Potential for new marine related development on St. Julian's Pier until and unless more strategic flood risk protections are put in place
- Focus on public realm improvements and more space for people along the Esplanades and as a better link between the harbour and Town
- Smaller scale opportunities for development on specific sites and that are able to deal with flood risk

### St Sampson HAA

This scenario tests out:

- The installation of a flood gate at the harbour entrance (and eventually upgrades to the outer breakwaters)
- Relocation (to Longue Hougue) or removal of the storage of volatile fuels on the northern side of the harbour
- Space to be safeguarded on Longue Hougue for some industrial uses to be relocated.



#### Benefits of this option could include:

- A potentially efficient mitigation against flood risk, bringing protection to the entire harbour through the introduction of a flood gate.
- Unlocking development potential on the north side of the harbour primarily for additional industrial uses and over time more intensive uses as fuel storage needs change and flood mitigation brought forward
- Space for new public realm along The Bridge facilitated by new bridge crossing over the harbour
- Opportunity to consolidate/unify marine industry and storage uses between new port and Longue Hougue

## Your feedback on Scenario B1: Short term opportunities as a new port is created at Longue Hougue

We have scored each of the development scenarios against the five development objectives for the Local Planning Brief:

The five objectives for the LPB	OBJECTIVE 1: Provide infrastructure that protects from environmental threats	OBJECTIVE 2: Provide transport infrastructure, connectivity and choice	OBJECTIVE 3: Ensure modern and resilient harbours	OBJECTIVE 4: Provide infrastructure to support Guernsey's housing requirements	OBJECTIVE 5: Provide infrastructure that supports existing business activity and new economic opportunities
Assessment of Scenario B1	<b>Moderate</b> Short-term flood mitigation measures include de-mountable elements around important uses	<b>Good potential</b> Transport and movement improvements could be independent of other changes and benefit all users	<b>Good</b> Moving port operations to Longue Hougue would fully resolve layout and capacity issues and remove traffic from Town	<b>Moderate</b> Minimal new development opportunities for residential uses on either St Peter Port or St Sampson without long-term flood mitigation measures	<b>Moderate</b> Some opportunities to expand commercial and marine-related premises, particularly on St Peter Port on St Julian's Pier

### Feedback Question 11: Do you agree with our assessment of scenario B1 against the five main objectives for the Local Planning Brief?

Please give your response on the feedback form on our website





# Scenario B2

## Longer term change and growth facilitated by a new port at Longue Hougue and other key relocations

By moving the port operations to Longue Hougue, and introducing permanent long-term flood defences, St Peter Port is now able to accommodate significant change and development opportunities on North Beach/St Julian's Pier. This allows for new development in the location of the former port operations area and car parking below the new raised public realm level and could provide a new neighbourhood.

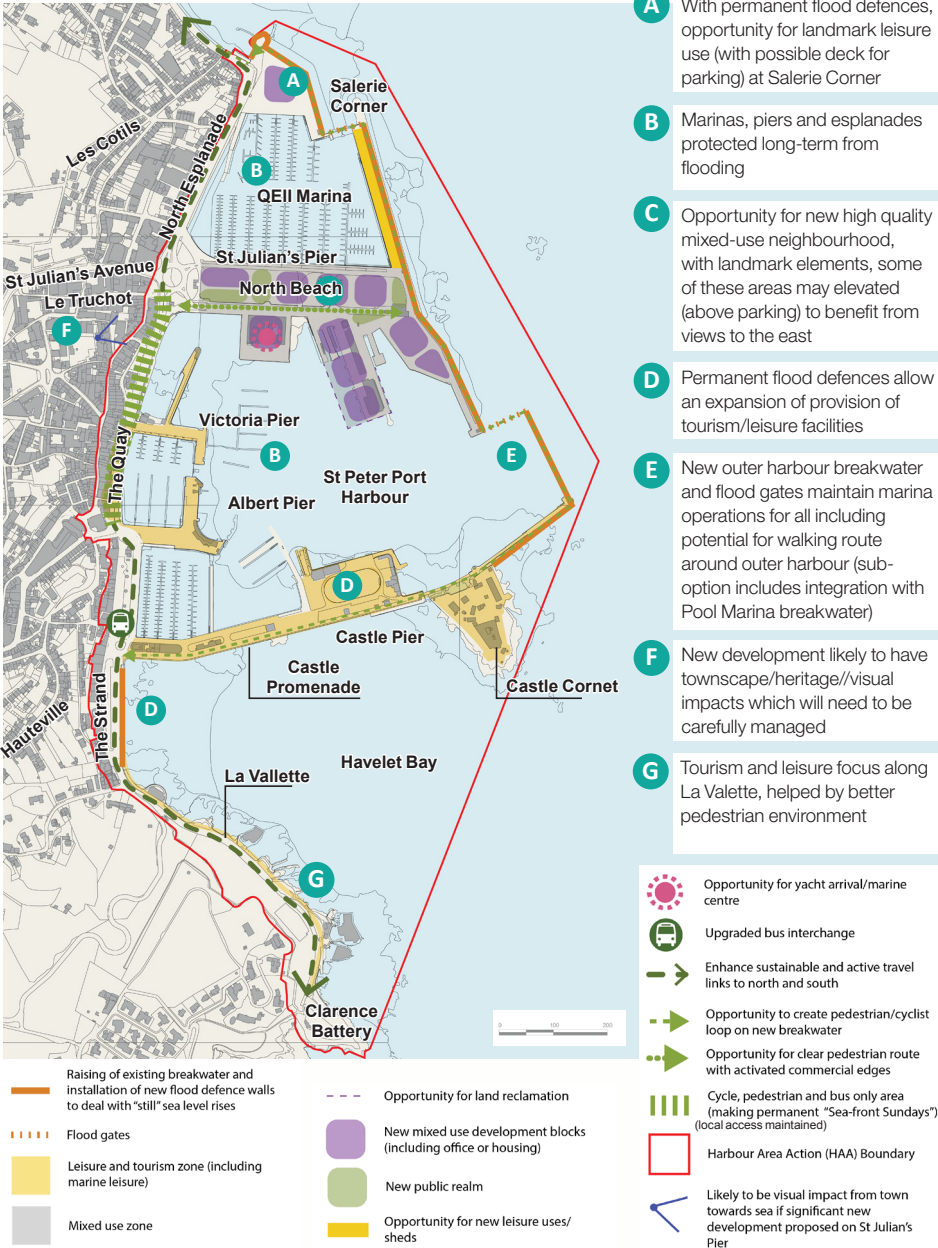
In St Sampson, new land for the port will be required south of Longue Hougue, and this, together with consolidation of marine industries and fuel storage would create mixed use development opportunities to the north side of the harbour. This south facing, waterfront development could provide a focus for mixed uses including restaurants and other places to spend time and appreciate the water front.

- Key Principles
- Improvements to the Esplanades to focus on improving active and sustainable travel
- Relocated fuel storage and consolidated marine industry frees up land at St Sampson
- Focus for tourism and visitor activities on Castle Pier and Albert and Victoria Piers
- Strategic flood defences need to be in place to facilitate investment
- New harbour for port operations at Longue Hougue create opportunities for investment in St Peter Port
- Significant new development to support both towns including homes, employment and commercial uses

### St Peter Port HAA

This scenario tests out:

- The relocated port activities and strategic flood defences create strong potential for mixed used development focussed on North Beach/former harbour area/Salerie Corner above car parking and with new public realm and potentially reorganised vehicular access to the piers
- Possible additional land reclamation opportunities around former harbour/flood defences
- Significant reduction in visible surface car-parking at North Beach



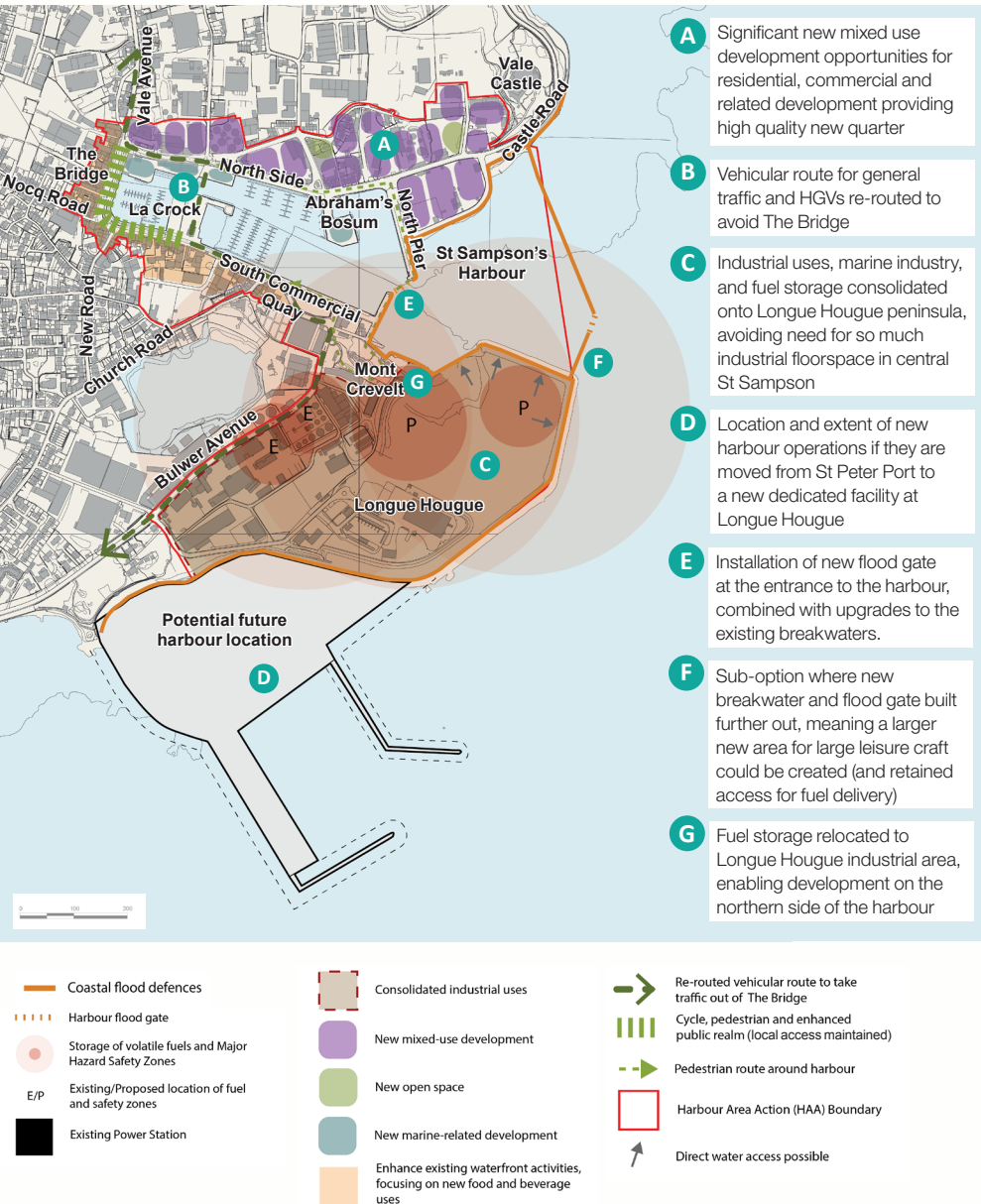
#### Benefits of this option could include:

- Opportunity for a new high-quality mixed-use development in both harbour action areas
- Reinforce leisure and visitor opportunities
- Opportunity for an enhanced arrival experience from the water and views to east
- New public realm and reduction in surface car parking allows people to benefit from the waterside location
- Long-term flood protection would need to be in place, provides wider benefit along Esplanades

### St Sampson HAA

This scenario tests out:

- Strategic long-term flood defence measures and relocated fuel storage/power station enabling significant change to the north site of the harbour for mixed use development including new homes and jobs
- Industrial uses from North Side to be relocated to Longue Hougue as a consolidated marine industry focus next to the new harbour with some marine industrial uses retained where operational benefit
- New crossing over harbour means through-traffic and larger vehicles can be moved from the Bridge.



#### Benefits of this option could include:

- Major development opportunities on the north side for residential and mixed uses with water views
- A new mixed-use neighbourhood with new leisure uses, restaurants, cafes and public realm
- Better segregation between heavy industrial and residential uses and traffic
- Opportunity to consolidate/unify uses between new port and Longue Hougue
- Long-term flood mitigation supports both existing uses and wider areas

## Your feedback on Scenario B2: Larger scale change and growth facilitated by a relocated port at Longue Hougue +

We have scored each of the development scenarios against the five development objectives for the Local Planning Brief:

The five objectives for the LPB	OBJECTIVE 1: Provide infrastructure that protects from environmental threats	OBJECTIVE 2: Provide transport infrastructure, connectivity and choice	OBJECTIVE 3: Ensure modern and resilient harbours	OBJECTIVE 4: Provide infrastructure to support Guernsey's housing requirements	OBJECTIVE 5: Provide infrastructure that supports existing business activity and new economic opportunities
Assessment of Scenario B2	Good Long term planning around mitigation for sea level rises and environment will benefit all of Town and the esplanades and piers	Good potential Transport and movement improvements could be independent of other changes and benefit all users	Good Moving port operations to Longue Hougue would fully resolve layout and capacity issues and remove traffic from Town	Good New housing may be possible as part of mixed use development and existing homes protected by strategic approach to environment and climate change mitigations	Good Wide range of opportunities for existing and new business and development

Feedback Question 12: Do you agree with our assessment of scenario B2 against the five main objectives for the Local Planning Brief?

Please give your response on the feedback form on our website

