



AN OPEN LETTER TO THE STATES OF GUERNSEY

Proposed in 2009, the States Infrastructure Plan should have promised to ensure long-term thinking and value for money for the taxpayer in developing, providing for and maintaining the road transport network, the airport, harbours, hospitals, schools, climate change, flood defences, e-connectivity, transport links, public transport, utilities, waste management systems, social housing, the ageing population and the demographic time bomb.

Twelve years on, this plan has yet to be published and the States of Guernsey will not commit to a date by which this will be completed.

Meanwhile, the Island Development Plan (2016), which intends to set out the rules of development on the Island until 2026, was published five years late, it was out of date when the States approved it, and continues to be contested as not fit for purpose. Labelled as seriously flawed by all parishes, it fails to consider the over-development of parishes in relation to the extensive infrastructure required to support such developments (for which a plan currently does not exist) or the associated conservation of the parishes.

Furthermore, the States has grossly underspent on infrastructure in the past 12 years. According to the 2020 Capital Allocation Review by the Scrutiny Management Committee, £291m was left unspent, almost half of the funds set aside for capital projects.

This lack of foresight, the implementation of isolated developments and the disregard for associated infrastructure investment, has been acutely felt in St Sampson. The nucleus of Guernsey's freight and industrial operations, St Sampson shoulders the heavy responsibility for maintaining the day to day life of all Islanders. Yet the States has not only neglected to invest in the parish's infrastructure but continues to disregard how it's absence of planning impacts St Sampson's economic growth, provision of amenities, road capacity, businesses investment, heritage conservation, environmental sustainability, health & safety and quality of life.

St Sampson's Douzaine Parish Development Forum call the States' and Islanders' attention to our assessment of the current issues, impact and failures as laid out in the adjacent table.

Without immediate planning and investment in the following areas we believe that government continues to:

- **Risk preventable disasters and the loss of businesses and essential services**
- **Reduce operational efficiencies and environmental sustainability of industry and associated Island services**
- **Impede economic growth, private investment and development**
- **Prevent the development of valuable public amenities thus impeding cultural, historical and recreational provision**
- **Reduce quality of life for parishioners and Islanders**
- **Create a sad legacy for generations to come**

Previous governments have been woefully inadequate in addressing these concerns so we now ask, as a matter of urgency, that the newly elected States of Guernsey provide us with an official response as to how they intend to address our concerns and the tangible steps that will be taken to rectify each of these issues.

St Sampson's Douzaine and Constables on behalf of the parishioners of St Sampson, endorsed by the Vale Constables and Douzaine.

	CURRENT	IMPACT	ISSUE	GOV. FAILURE
BRIDGE MAIN CENTRE	2505 current dwellings exist.	Experiences heavy traffic and lacks sufficient parking. Adequately served by amenities, but local schools at capacity.	An additional 1400 dwellings (an increase of over 56%) have been proposed in this area due to Development Frameworks, approvals and buildings under construction.	The absence of any research. The impact of a 56% increase in population of The Bridge, it's associated amenities and traffic burden. And a infrastructure plan to ensure the Parish and the Island is resourced to support developments.
LEALE'S YARD	Vacant 12.4 acre site bounded by The Bridge, Nocq Road and Lowlands Road.	Seriously restricting economic growth, hampering further development including the former Quayside retail and former English & Guernsey pub. Also delaying any improvements to traffic flow, parking and lighting.	Designated a regeneration site by the States 15 years ago.	Absence of Government consensus of how to move this forward.
FERRYSPEED	Manages most freight to island from a site 3.6km from the harbour within the old Tomato Marketing Board and adjacent WW2 aircraft hangars.	8,400 annual 40' trailer movements from the harbour to Bulwer Avenue and the handling of 360,000 pallets and cages for Island wide distribution increasing the traffic burden on already stretched traffic routes.	Operating from a collage of sites not fit for purpose and spilling onto the public highway.	Absence of any acknowledgement to address this problem.
GUERNSEY RECYCLING: SCRAP METAL	Services much of the Island's scrap metal needs from a small compound positioned adjacent to St Sampson's Parish Church, oil and fuel storage, the timber mill and Longue Hogue reservoir.	The fire in 2018, which could not directly be extinguished but only contained, threatened to destroy the adjacent businesses, risking explosive damage from the oil and fuel stores, and destruction of the 900-year-old church.	Poses significant fire risk not only to adjacent businesses but to surrounding buildings. States withdrew planning designation relating to the relocation of this site on the Longue Hogue reclamation in 1995.	Absence of any plan to relocate the site to safeguard businesses, the church and the reservoir (the Island's largest source of water).
OIL & GAS	Oil and fuel delivered by flat bottomed tankers, that sit on the harbour bed at low tide, and stored on both the North and South sides of the harbour.	The requirement for blast zones, which surround the harbour and storage areas in case of oil and fuel fires and explosion. These restrict development of surrounding areas including Quayside retail, Rabey's Garage and the vacant English and Guernsey.	The States have agreed to ban the use of combustion engine cars by 2030 and sustainable alternatives to fossil fuels are being actively pursued.	Absence of any plan or roadmap to manage the operations of the harbour and associated facilities away from oil and fuel delivery and storage.
SEA LEVEL RISES	The Bridge harbour tide tops the walls at the West end on high spring tides. Wind and weather can exacerbate this. Storms also breach defences at the Half Way where a shingle bank is the only protection.	Sea level rises threaten flooding of shops, businesses and homes located on the North and South sides of The Bridge.	States 2012 Coastal Risk Assessment defines The Bridge as Guernsey's most vulnerable location at risk of flooding by sea water breach.	Absence of flood defences to protect shops, businesses and homes, or any plans to install them.
TRAFFIC	Traffic backs up at all main junctions frequently throughout the day, particularly at peak times.	The development of the Longue Hogue site to include a new abattoir, refuse and food waste site, and recycling facility in lieu of island wide bring banks, the expansion of Ferryspeed and Norman Piette has attracted an estimated 1000+ additional vehicles to the South Side daily.	Arup traffic impact assessments show all junctions in the parish are currently over capacity. Government have unsuccessfully attempted to encourage the public to cycle, bus or walk by implementing cycle lanes, pedestrian crossings and bus shelters.	Absence of infrastructure plans and a proper integrated traffic strategy tied to an infrastructure plan to support increased traffic to the Parish given the failure of alternate transport initiatives.
QUARRYING	Les Vardes has as little as two years' reserve of granite.	The proposal to quarry Chouet headland is not a given as it is subject to an Environmental Impact Assessment and Planning Enquiry. The only alternative is to import stone.	St Sampson's harbour does not have the craneage or docking facilities to manage the capacity required. The Bridge could not accommodate the extra traffic generated.	The future of the harbours needs to be determined as part of an overall infrastructure plan.
URBAN & RURAL CONSERVATION	Tarmac, galvanised steel and concrete are used in place of traditional building materials such as granite or natural stone for street paving and furniture.	The implementation of five different lamp post designs, excessive signage, scaffolding poles to display lighting and lack of railing maintenance has created an unsightly, untidy and unwelcoming landscape on The Bridge and is incongruous with and spoiling more rural areas of the Parish.	Indiscriminate implementation of repairs, lighting, signage and street furniture as deemed necessary by the Traffic & Highways Services.	Absence of a coordinated architectural design plan to ensure conservation of Parish landscapes and provide the landscapes expected of a tourist destination.