

**STATES BOARD OF ADMINISTRATION****HARBOUR OF ST. SAMPSON—LAND RECLAMATION AND  
DEVELOPMENT OF DEEP WATER OIL AND GAS TANKER BERTHS**

25th August, 1988.

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

Sir

Harbour of St Sampson -  
Land Reclamation and Development of Deep Water Oil and Gas Tanker Berths

In 1980/81 the Board of Administration as part of its long-term planning investigated a number of possible sites which might be useful both as reclaimed areas and as refuse disposal sites.

Subsequently the States, at their meeting on 25 November, 1981, approved the Board's proposals for the reclamation of 25.2 verges (10.25 acres) of land from the sea at Longue Hougue Bay by means of the controlled tipping of noxious refuse. In its policy letter (Billet d'Etat XVIII 1981) the Board stated that these proposals were envisaged as the first stage of a much larger reclamation project, and that the creation of a further area of land to the south was intended at an appropriate future date.

Phase I of the Longue Hougue Reclamation has now been completed, and the Board has given detailed consideration to progressing with Phase II of the original Longue Hougue Land Reclamation Scheme. Since the suspension of tipping at Bordeaux Quarry in 1987, the Board has disposed of noxious refuse at Falla's Quarry. Non-noxious refuse is presently used to landfill Maraitaine Quarry, Vale. The tipping lives of both these quarries are very limited, and it is expected that other sites will have to be used within the very near future. It is therefore necessary for the States to agree another land reclamation scheme at the earliest opportunity.

Unlike Longue Hougue Phase I, any further land reclamation will be undertaken using non-noxious refuse only. This is because of the problems of smell which can be caused by sea water flooding household refuse.

The development of a slightly extended Phase II would result in the reclamation of 42.1 verges (17.1 acres) of land at a cost in the region of £1.8 million. The construction period of the rubble-mounds would be 17 months, and the scheme would provide tipping space for approximately 5 years at present levels of non-noxious refuse generation.

In 1985 the States approved the Board's policy letter with regard to Safety Improvements associated with the discharge of oil and gas at South Side, St Sampson's Harbour. The Board made it very clear at that time that its proposals were only a temporary measure until more satisfactory arrangements could be made for facilities to be constructed which would enable vessels carrying volatile fuels to discharge their cargoes outside of St Sampson's Harbour.

The Board is also looking to the future with regard to the size of vessels which service the Island with fuels. The small coastal ships are no longer being built. As these vessels age, they are being replaced by larger tankers which require deeper water. These modern tankers are not designed to settle on the sea-bed. They must therefore remain afloat at all times. If the Island cannot provide facilities for the new generation of vessels it will find it increasingly difficult and expensive to acquire its fuel supplies.

The Board has identified this objective as its marine priority, and it has appointed consultants to investigate the various possibilities for the development of offshore tanker berths.

Following discussions with its consultants, the Board has agreed that further research should be carried out on one of these possibilities. This is shown in sketch form as an appendix to this policy letter. The plan shows the provisional positions of the breakwaters. It will be necessary to carry out detailed tide and wave studies before the exact alignments can be determined. This research will be undertaken before the Board refers full details of the project to the States if the scheme is approved in principle at this stage.

The project, which is estimated to cost in the region of £29.5 million, involves the provision of two deep water gas/oil berths, in addition to berths for bulk cargoes. If the scheme were commissioned it could lead to all commercial vessels being berthed outside the existing Harbour of St Sampson's. This in turn would enable the Harbour to be used for additional moorings for local and/or visiting vessels. It would also enable the filling of a section of the inner harbour so that a road could be built across it. This would resolve the serious traffic difficulties which exist on the Bridge. Marine and General Engineers' Shipyard at St Sampson's could be relocated in the outer Harbour. This would remove industrial premises from the centre of the Bridge and provide valuable space for any revised traffic arrangements.

The Board considers that there are many advantages in removing commercial vessels from St Sampson's Harbour. If, for example, oil prices increase significantly in the future and coal becomes more widely used again, the Board would not wish to see large quantities of coal unloaded on the quays adjacent to the heart of St Sampson's, because of the problems caused by coal dust.

The scheme also involves two significant areas for land reclamation; one to the north and one to the south of the existing Harbour. This will provide both valuable commercial and recreational land and resolve the pressing difficulties which the Island faces with regard to the disposal of non-noxious refuse.

It can be seen from the appended plan that either reclamation area can be completed as a first step in the development of the very much larger project.

The area involved south of the Harbour is 33 verges (13.5 acres), and the cost of the construction of the retaining bunds using local stone is estimated to be £5.04 million plus £300,000 for fluctuations. While occupying slightly less area than Phase II of the Longue Hougue Development, the rubble bunds would extend into deeper water (hence the additional costs) and there will therefore be an increased volume available for tipping. While detailed surveys have yet to be carried out it is estimated at present that this site could provide tipping space for approximately 7 years at current levels of generation of non-noxious refuse. The retaining breakwaters will take  $3\frac{1}{2}$  years to construct.

The scheme will provide around 655,000 m<sup>3</sup> for tipping at a cost of £5.46 million for the construction of the retaining bunds. The cost per m<sup>3</sup> of available filling space is £8.15. The comparable figure for reclamation of the extended Longue Hougue Phase II is £3.46 per m<sup>3</sup>.

Reclamation off the southern end of St Sampson's Harbour can be made more cost effective by increasing the area as shown on Drawing No. 7080/1, a copy of which has been deposited at the Greffe for the information of States Members. This extended project would provide approximately 1,360,000 m<sup>3</sup> for tipping at a cost of constructing the retaining breakwaters of £6.84 million plus £410,000 for fluctuations. The cost per m<sup>3</sup> of available filling space is reduced to £5.33 per m<sup>3</sup>.

The Board is currently reviewing charges for the disposal of refuse, and it has calculated that about one half to two thirds of the capital costs of any of the reclamation schemes can be recovered via tipping charges. The remaining capital input will be balanced by the value of the land which is created at the conclusion of tipping operations.

The most valuable land will be that developed south of St Sampson's Harbour. The 68.6 vergees (27.9 acres) of land involved in the extended reclamation would result in commercial land worth in excess of £2 million at present values.

There is, however, a serious problem in pursuing reclamation to the south of St Sampson's Harbour at the present time. Ronez Ltd has informed the Board that at the present time it is able to provide the States with only sufficient large stone to be able to complete the retaining breakwaters for Longue Hougue Phase II (i.e. 154,000 tonnes). The Company considers that, given the present uncertainty over future supplies of quarryable granite in Guernsey, it needs to retain sufficient stone to meet its other demands in the foreseeable future.

In the event that local stone is not available for the St Sampson's Scheme, rock will have to be imported in bulk by barge so that it can be dumped on or near the site. The figures available to the Board in 1987 and 1988 indicate that the cost of the materials for building the necessary retaining bunds could at least double if imported rock has to be used. This research is being supported by the results of the continuing investigations of the Board's consultants for Alderney Breakwater (Coode Blizard Ltd) in their studies of costing a supply of stone for major work on the structure in Alderney.

In these circumstances, the Board cannot recommend that the States proceed with reclamation to the south of St Sampson's Harbour as the first step in securing the deep water oil and gas tanker berths.

The requirements for rock to complete the reclamation to the north of St Sampson's Harbour, as shown on Drawing No. 7080/1 are considerably less than the quantities required for the Southern reclamation. The northern Scheme will require 275,000 tonnes of rock to complete. Ronez Ltd has informed the Board that it is able to supply about 150,000/160,000 tonnes of stone at the present time. This would be sufficient to provide all the armouring and apron rock for the retaining bunds on the reclamation area north of St Sampson's Harbour in addition to 40% of the core material. If, when this work is actually in progress, the future of granite supplies is still uncertain, the remainder of the requirement for the reclamation north of St Sampson's Harbour (c. 115,000 tonnes of rock), can be supplied either by importing stone or by drilling and blasting in the area which is to be reclaimed. The Board is therefore confident that reclamation north of St Sampson's Harbour can take place at this time, and that, in view of the pressing need to provide facilities for the disposal of the Island's non-noxious refuse, this project should proceed at the earliest opportunity.

In 1987 the Board invited tenders for the supply of the Island's dry stone requirements. The results indicated that imported armouring stone could cost up to three times as much as local rock, and that imported core material could be twice as expensive as local granite. Based on the information gained from these tenders additional costs of £990,000 may be incurred for the 115,000 tonnes of imported rock. The Board has therefore used this information to determine the overall cost of the completed reclamation north of St Sampson's Harbour.

There is, however, also the possibility of drilling and blasting the required rock from the reclaimed site itself. This will have the dual benefit of increasing the volume available for non-noxious refuse disposal. This possibility is being investigated by the Board to determine whether it would be a cheaper option than importing the stone.

Tender documents for supplying the additional 115,000 tonnes of core material will be produced to cover both of these options. Companies will be given 50% longer than the normal tendering period in order to complete thorough research in these matters, and the results will be presented to the States early in the New Year. The States will then be able to decide which method to adopt to complete the Scheme.

In the meantime the Board will commence the construction of the retaining breakwaters using the stone that is available locally.

The cost of the total Scheme allowing for 160,000 tonnes of local rock to be used, in addition to 115,000 tonnes of either imported stone or rock taken from the area being reclaimed, is £4.0 million, plus £225,000 for fluctuations.

The area involved is 43.8 vergees (17.8 acres). This will provide approximately 500,000 m<sup>3</sup> for tipping, and is therefore expected to provide a resource for the disposal of the Island's non-noxious waste for approximately 5½ years at present levels of refuse generation.

The land which will result from the northern reclamation is not so valuable as the land to the south of St Sampson's Harbour because the Board proposes that about half of the newly created area (i.e. 22.1 vergees or 9 acres) should be designated as "Green Zone" land. This area, which would extend from below the Vale Castle to Banque Imbert, would be landscaped to complement the existing headland landscape and the Board will take advice from La Societe Guernesiaise on how this area should be seeded and planted to blend in rapidly with other local headlands. The area adjacent to Griffiths Yard would, however, be used for commercial purposes. Its value at present day levels is estimated to be in excess of £750,000.

If the States approve the Board's proposals, work on the northern reclamation would commence early in 1989 with the retaining breakwaters being completed two years later.

The overriding advantage of the reclamation to either the north or south of St Sampson's Harbour as opposed to the original Longue Hougue Phase II, is the fact that they can both form the first step towards achieving the Board's marine priority. It is the first phase of the scheme which will ultimately result in deep water oil/gas and bulk cargo berths outside St Sampson's Harbour. The main consideration in seeking this objective is the safe discharge of volatile fuels away from the busy area around the existing St Sampson's Harbour. The future increased size of vessels serving the Island is also an important consideration in the development of new deep water berths.

If the new harbour is built it could lead to the existing St Sampson's Harbour being used for additional moorings for fishing and pleasure craft. It will also enable the current traffic problems of the Bridge to be resolved by the development of a new road adjacent to the existing one. Additional car parking, and a pedestrian precinct, could then be provided in the heart of the Bridge.

In addition to these advantages of the main scheme, the land reclamation adjacent to both the northern and southern arms of St Sampson's Harbour have two significant advantages over the original Longue Hougue Development Phase II:-

- 1) the fact that they are both located in areas which are non-residential, and which are relatively little used by locals or visitors for recreational pursuits; and
- 2) the creation of a sizeable area of useful commercial land adjacent to St Sampson's Harbour, in addition to additional recreational land below the Vale Castle.

The Board has discussed all three reclamation projects with the Capital Works Sub-Committee, which unanimously supports the schemes off St Sampson's Harbour.

The great benefits to the Island of the new harbour scheme have been studied in detail and the Board is recommending that the States approve the project in principle so that the necessary detailed studies and research can be completed. The Board will then be able to report back to the States with full details and costs within a period of 2½ years.

In view of the magnitude of the Scheme, and the tidal conditions in the area of St Sampson's Harbour, the Board is intending to carry out extensive research into the effects of its present proposals for the new harbour. The research will include:-

- (a) Hydrographic Surveys of the area from Bordeaux to St Peter Port, including the whole of Bellegreve Bay;
- (b) Accumulation of the following field data, for submission to Hydraulics Research Ltd at Wallingford:
  - (i) Tidal current strengths and directions
  - (ii) Flow patterns
  - (iii) Movement of seabed and suspended sediments
- (c) The installation of a wave rider buoy situated at the site of the proposed harbour development to confirm the predictions of a wave climate study;
- (d) Mathematical Models of Tidal Flows and Wave Disturbances.

The Board's consultants for this project (Coode Blizard Ltd) will supervise all the above research, complete the preliminary design of the Scheme and report on the final layout of the proposed development.

The cost of the fieldwork plus mathematical modelling associated with Phase I of the studies is estimated at £293,992.

As an entirely separate matter, the Board is currently examining the requirements for the repair and/or upgrading of No 5 and 6 Berths in St Peter Port Harbour. In order to be in a position to finalise its preliminary work on No 5 and 6 Berths, and to submit its separate policy letter to the States on this matter, the Board needs to carry out a hydrographic survey in the vicinity of these two berths.

This survey will cost less than £40,000 provided that it can be carried out at the same time as the surveys off St Sampson's Harbour and in Belgreve Bay. If this is not possible separate mobilisation charges could add a further £15,000-£20,000 to the total cost of the survey in St Peter Port Harbour.

The cost of this survey in St Peter Port Harbour will be met from the Ports Holding Account.

It is estimated that the Phase I investigations for the St Sampson's Harbour Development will be completed during the summer of 1989. The Board will then report the results to the States, and seek authority to proceed with the Phase II investigations and design work, which will involve the

construction of physical models of the harbour development and surrounding coasts. When the Stage II investigations have been completed, the Board will be in a position to report back to the States with full details of the design and cost of the Scheme, so that the States can decide whether or not to proceed with the new harbour development.

The Board has consulted the St Sampson's and Vale Douzaines on its proposals for St Sampson's Harbour, in addition to the Island Traffic Committee and the St Sampson's Boatowners. Preliminary consultations have also taken place with the Commercial Port Users Association.

The Island Development Committee has been consulted on the Scheme and its detailed comments are contained in a letter dated 23 August, 1988, which is appended to this policy letter.

The Island Development Committee proposes that in the event that the land reclamation to the north of the harbour proceeding, the proposals for the land's future use should be submitted to the States after consultation with relevant bodies and the Board fully agrees with this proposal.

As far as the alternative proposal to proceed with Longue Hougue Phase II is concerned the Island Development Committee states that it can no longer support this scheme. The Board notes this objection but feels it must point out that if the scheme to reclaim land to the north of St Sampson's Harbour does not proceed then agreement to proceed with Longue Hougue Phase II is the only option available to the States to deal with the disposal of non-noxious refuse.

It appears to be sensible to proceed with land reclamation adjacent to the northern arm of St Sampson's Harbour in preference to the Phase II Development off Longue Hougue.

The Island is generating non-noxious refuse on a continual basis. Unlike household refuse, where technology is now beginning to provide alternative methods of disposal to direct landfill, builders rubble and other non-noxious refuse will continue to have to be land-filled or used for land reclamation schemes. The Board is now experiencing considerable difficulty in finding further quarry sites for the disposal of non-noxious refuse. There is therefore no possibility of avoiding the need for land reclamation into the foreseeable future.

Land reclamation does, however, require large quantities of stone for constructing the cores and armouring of the retaining breakwaters. If local stone cannot be used for this purpose, the cost of land reclamation schemes is likely to at least double. This is a problem which the States will have to address in the very near future given the present uncertainty over the availability of local stone.



As a result of these present uncertainties, the Board is unable to recommend the States to pursue the most cost effective reclamation scheme at the present time (i.e. the extended scheme south of St Sampson's). The reclamation scheme to the north of the existing harbour will, however, enable the Island to continue to dispose of its non-noxious refuse, while the States resolve the future of local stone supplies.

The importance of resolving this matter can be seen from the comparative outline costs of constructing both the southern reclamation area and the outer harbour breakwaters using either local or imported stone.

	<u>Outline Cost Using</u>	
	(a)	(b)
	<u>Local Stone</u>	<u>Imported Stone</u>
Southern Reclamation	£7.25 million	£12 million
Outer Harbour Breakwaters	£18 million	£30 million

The increase is attributed to the very significant increase in the cost of the materials needed for the construction of the breakwaters. Labour charges are expected to remain roughly the same whichever source of stone is used.

The area of land involved in any of the three land reclamation schemes is currently in Crown ownership. It will be necessary to purchase any of the areas from the Crown. HM Receiver-General has agreed in principle the sale of whatever areas are required by the States, but he has not at this stage been able to indicate what figure would be acceptable. However the Board is confident that the matter can be subject to satisfactory negotiations based on its experience in dealing with the Crown over certain areas of Phase I of the Longue Hougue Reclamation which were found to be in Crown ownership.

The Board therefore recommends the States to:

1. (a) authorise the Board to investigate further the development of deep water oil/gas and bulk cargo berths outside St Sampson's Harbour, including the extended land reclamation adjacent to the southern arm of the Harbour, as explained in this report and shown on Drawing No 7080/1, and to direct the States Board of Administration to report back to the States within 2½ years with full details and costs of this project;

- (b) authorise the Board, in consultation with the States Advisory and Finance Committee, to accept tenders for the necessary research and preliminary design work associated with the new harbour project, as explained in this report; and
- (c) to vote the Board a credit of £293,992 to cover the cost of these surveys and investigations, such sum to be taken from the Board's allocation for capital expenditure.

AND

- 2. (a) authorise the Board, in consultation with the States Advisory and Finance Committee, to accept a tender for the hydrographic survey in the area of No 5 and 6 Berths, St Peter Port Harbour, as explained in this report; and
- (b) to vote the Board a credit of £40,000 to cover the cost of this survey, which sum to be taken from the Ports Holding Account.

ANDEITHER

- 3. (a) approve the immediate reclamation of approximately 43.8 verges (17.8 acres) of land from the sea adjacent to the northern arm of St Sampson's Harbour, as shown approximately on Drawing No. 7080/1, by means of the controlled tipping of non-noxious refuse, as explained in this report;
- (b) vote the Board a total credit of £4.225 million (which includes £225,000 for fluctuations) to cover the cost of the total Scheme, including the cost of supplying the core stone which Ronez Ltd cannot provide from its local stock, which sum shall be taken from the Board's allocation for capital expenditure;
- (c) authorise the Board, in consultation with the States Advisory and Finance Committee, to accept a tender for the first phase of the construction of the necessary rubble mound retaining breakwaters using local stone supplied by Ronez Ltd;
- (d) direct the Board to report back early in 1989 with tenders for the supply of the additional core material necessary to complete the Scheme;
- (e) authorise the Board in consultation with the Advisory and Finance Committee, to approve the purchase from the Crown of an area of land measuring 43.8 verges (17.8 acres) as shown approximately on Drawing No 7080/1.

OR

4. (a) approve the immediate reclamation of approximately 42.1 verges (17.1 acres) of land from the sea at Longue Hougue Bay, as shown approximately on Drawing No. 6415/14;
- (b) authorise the Board, in consultation with the States Advisory and Finance Committee, to accept a tender for the construction of the necessary rubble mound breakwaters;
- (c) vote the Board a credit of £1.85 million (including £150,000 for fluctuations) to cover the cost of the above works, which sum shall be taken from the Board's allocation for capital expenditure;
- (d) (i) approve the purchase from the Crown on an area of land measuring 42.1 verges (17.1 acres) as shown approximately on Drawing No. 6415/14 for a price of £59,850; and
- (ii) vote the Board a credit of £61,070, inclusive of legal fees to cover the cost of purchase, which sum shall be taken from the Board's allocation for capital expenditure.

I have the honour to request that you will be good enough to lay this matter before the States with appropriate propositions.

I am, Sir,

Your obedient Servant,

R. C. BERRY,

President,

States Board of Administration.

*States of Guernsey*  
*Island Development Committee*

The President,  
States Board of Administration  
P O Box 43  
Bulwer Avenue  
St Sampson  
Guernsey

23rd August, 1988.

Dear Sir

I refer to your letter dated 4th August 1988, enclosing a policy letter and to Drawing No. 7080/1 previously forwarded under cover of your letter of 16th June 1988 in relation to Land Reclamation and the development of deep water oil and gas tanker berths at the harbour of St Sampson's, which the Committee has considered at various meetings culminating with its meeting on 23rd August 1988.

The Committee noted that it is the Board's intention to improve safety provisions at St Sampson's harbour by constructing deep water oil and gas tanker berths and that this proposal is to be considered simultaneously with proposals to reclaim land adjacent to both the northern and southern arms of St Sampson's harbour by means of the controlled tipping of non-noxious refuse.

The Committee commends the principle of providing deep water berths, although it recognises the considerable effect the proposals could have upon the immediate area and the general environment.

Clearly extensive research and tests will have to be carried out to determine the precise scale of the development and its likely effect on the tidal flow and the movement of the seabed. The Committee gives its full support to all the necessary surveys being undertaken, but feels unable to comment further on the proposals in detail until the results are known.

Despite the fact that the proposed reclamation site to the north extends beyond the area designated for land reclamation on Detailed Development Plan No.5, the Committee raises no objections, in principle, to the Board's proposals both north and south of St Sampson's harbour, provided that the Board has satisfied itself that there will be no adverse effects on the tidal flow, seabed or surrounding coastline. The Committee has noted the Board's comment that it is unable, as the result of present uncertainties, to recommend the States to pursue the most cost effective scheme (i.e. the extended scheme south of St Sampson's) at the present time. However, although this may entail a greater cost in obtaining constructional materials the Committee does not consider that problem to be insurmountable, especially as the overall merit of that proposal is perceived as having greater potential.

In the event of the land reclamation to the north of the harbour proceeding, the proposals for the landscaping of the area, and its future use for commercial, recreational or other purposes should be the subject of a separate report to the States. Because of the environmental significance of this area, that report should be prepared jointly by the Board and the Island Development Committee, after consultations with La Societe Guernesiaise and any other relevant bodies. The Committee foresees opportunities to improve the traffic arrangements around the Bridge as a result of the proposed work, and it looks forward to receiving your comprehensive proposals.

There remains the alternative proposal to proceed with Phase II of the Board's original scheme, which involves work to the south of the existing (Phase I) reclamation site. When the report was presented to the States, in 1981, the Island Development Committee of that time commended the Board's proposals. The present Committee is of the opinion that the bay which lies within the Phase II area, and its adjacent hinterland form a vital coastal amenity zone, both for the residents of St Sampson's and the Island in general. In these circumstances the Committee can no longer support any reclamation to the south of the development already carried out as Phase I of the Board's original scheme.

Yours faithfully,

NIGEL JEE,

President,  
Island Development Committee.

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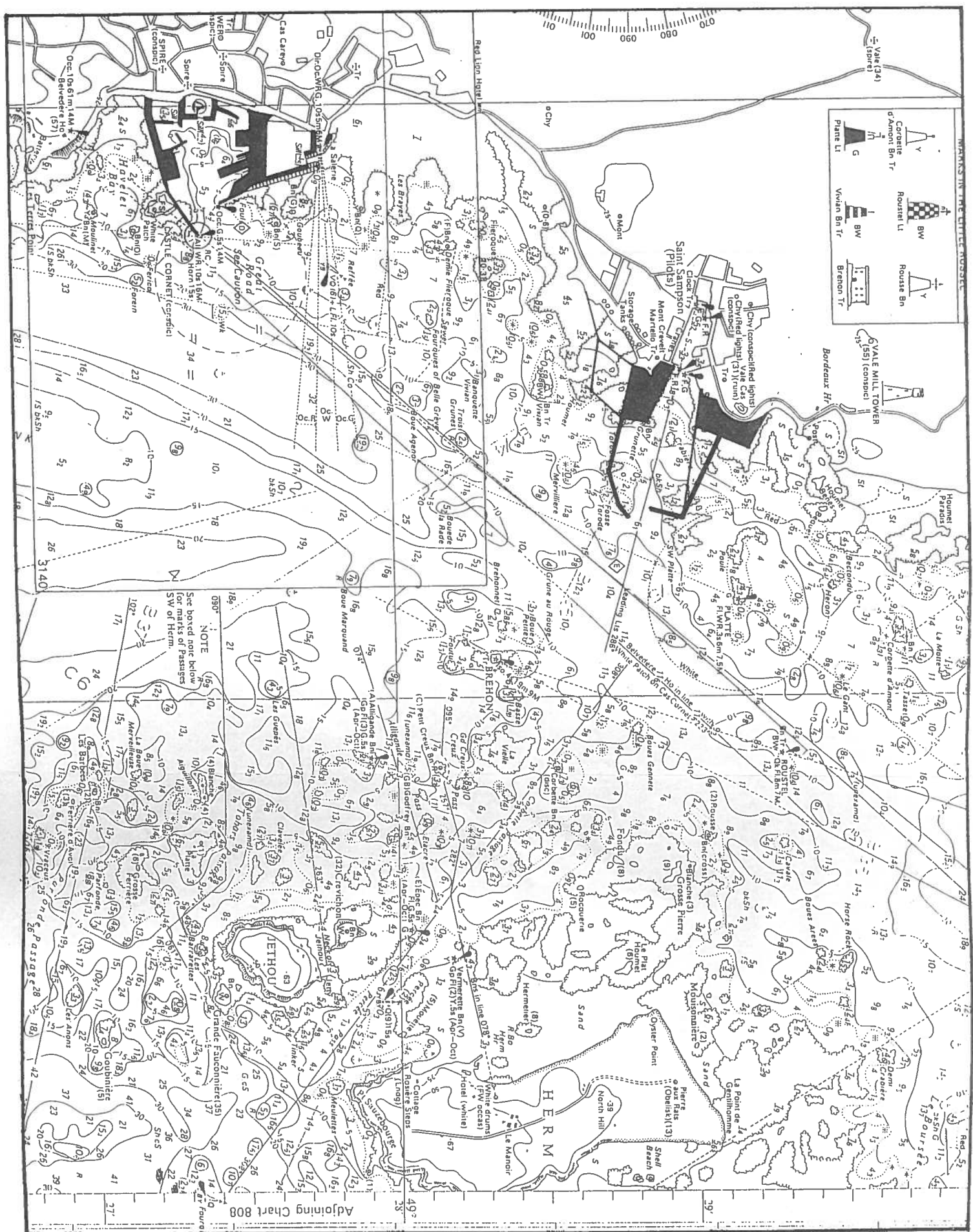
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JEL JEF,  
President,  
land Development Committee.

SAINT SAMPSON

PROPOSED HARBOUR

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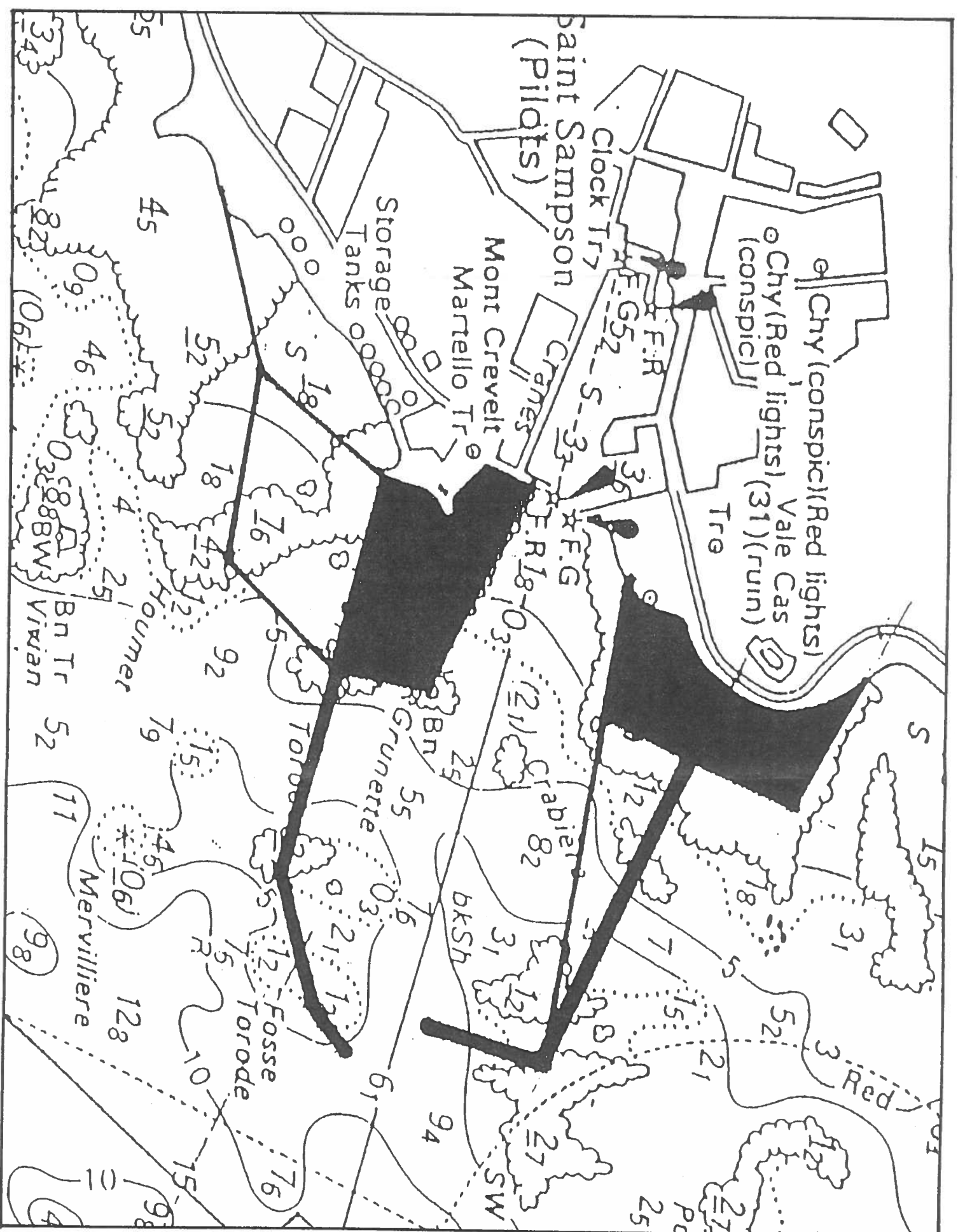
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SAINT SAMPSON —

PROPOSED HARBOUR

DEVELOPMENT



Extract from chart 807



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

26th August, 1988.

Sir,

HARBOUR OF ST. SAMPSON'S - LAND RECLAMATION AND DEVELOPMENT OF DEEP  
WATER OIL AND GAS TANKER BERTHS

The proposals of the Board of Administration fall into three parts:-

1. Land reclamation
2. Initial ideas concerning the provision of deep water facilities for certain vessels;
3. Survey work on No 5 and 6 Berths, Harbour of St. Peter Port.

The Advisory and Finance Committee considers that it will continue to be necessary to dispose of the considerable quantities of non-noxious refuse which are generated annually and that the most sensible way to do this, now that most of the available quarries have been filled, is to use the material for reclamation from the sea.

In that case it makes sound economic sense to recover land with the maximum value and minimum loss of amenity (if any).

The Committee, therefore, supports the proposal for land reclamation on the north side of the entrance to the St. Sampsons Harbour for the reasons set out by the Board.

It is also quite clear that at some time in the future external circumstances over which we will have little control will dictate that alternative berthing arrangements are made for vessels bringing fuel to the Island. There is also the internal question of safety in the areas surrounding the harbour.

For these reasons the Committee considers that it would be prudent to carry out the surveys proposed by the Board without prejudice to any expression of view the Advisory and Finance Committee at a later date on the form and cost of any outline proposals for development laid before



the States having taken account of the surveys.

The Committee also raises no objection to carrying out surveys of No 5 and 6 Berths in the Harbour of St. Peter Port while the necessary equipment is already mobilised.

I am, Sir,  
Your obedient Servant,  
ROYDON J. FALLA,  
President,  
States Advisory and Finance Committee.

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The States are asked to decide:—

XVII.—Whether, after consideration of the Report dated the 25th August, 1988, of the States Board of Administration, they are of opinion:—

1. (1) To authorise the States Board of Administration to investigate further the development of deep water oil/gas and bulk cargo berths outside St. Sampson's Harbour, including the extended land reclamation adjacent to the southern arm of the Harbour, as explained in that Report and shown on Drawing No. 7080/1, and to direct that Board to report back to the States within 2½ years with full details and costs of this project.
- (2) To authorise that Board, in consultation with the States Advisory and Finance Committee, to accept tenders for the necessary research and preliminary design work associated with the new harbour project, as explained in that Report.
- (3) To vote that Board a credit of £293,992 to cover the cost of those surveys and investigations, such sum to be taken from that Board's allocation for capital expenditure.

## AND

2. (1) To authorise the States Board of Administration, in consultation with the States Advisory and Finance Committee, to accept a tender for the hydrographic survey in the area of No. 5 and 6 Berths, St. Peter Port Harbour, as explained in that Report.
- (2) To vote that Board a credit of £40,000 to cover the cost of that survey, which sum to be taken from the Ports Holding Account.

## AND EITHER

3. (1) To approve the immediate reclamation of approximately 43.8 verges (17.8 acres) of land from the sea adjacent to the northern arm of St. Sampson's Harbour, as shown approximately on Drawing No. 7080/1, by means of the controlled tipping of non-noxious refuse, as explained in that Report.
- (2) To vote the States Board of Administration a total credit of £4.225 million, inclusive of the sum of £225,000 for fluctuations, to cover the cost of the total Scheme, including the cost of supplying the core stone which Ronez Ltd., cannot provide from its local stock, which sum shall be taken from that Board's allocation for capital expenditure.
- (3) To authorise that Board, in consultation with the States Advisory and Finance Committee, to accept a tender for the first phase of the construction of the necessary rubble mound retaining breakwaters using local stone supplied by Ronez Ltd.
- (4) To direct that Board to report back early in 1989 with tenders for the supply of the additional core material necessary to complete that Scheme.
- (5) To authorise that Board, in consultation with the States Advisory and Finance Committee, to approve the purchase from the Crown of an area of land measuring 43.8 verges (17.8 acres) as shown approximately on Drawing No. 7080/1.

## OR

4. (1) To approve the immediate reclamation of approximately 42.1 verges (17.1 acres) of land from the sea at Longue Hougue Bay, as shown approximately on Drawing No. 6415/14.
- (2) To authorise the States Board of Administration, in consultation with the States Advisory and Finance Committee, to accept a tender for the construction of the necessary rubble mound breakwaters.
- (3) To vote that Board a credit of £1.85 million, inclusive of the sum of £150,000 for fluctuations, to cover the cost of the above works, which sum shall be taken from that Board's allocation for capital expenditure.
- (4) (a) To approve the purchase from the Crown of an area of land measuring 42.1 verges (17.1 acres) as shown approximately on Drawing No. 6415/14 for the sum of £59,850.
- (b) To vote that Board a credit of £61,070, inclusive of legal fees to cover the cost of purchase, which sum shall be taken from that Board's allocation for capital expenditure.