

UPDATE REPORT – URGENT WORKS SEAWALL, WESTOVER MILFORD-ON-SEA

1. RECOMMENDATIONS

1.1 That Cabinet:

- a) Note the completion of the urgent works and the latest expected financial contribution required from the Council (subject to successful confirmation and receipt of third-party funding)

2. INTRODUCTION

- 2.1 This report provides an update to Cabinet on the delivery and outcome of the urgent coastal protection works undertaken at Westover, Milford – on – Sea in 2020.

3. BACKGROUND

- 3.1 Following the failure of the seawall at Westover in February 2020 and subsequent reports to the Chief Executive, Cabinet and Full Council an executive decision was made by the Council's Section 151 Officer to approve expenditure of up to £1.5M to carry out urgent works to the sea wall at Milford.

- 3.2 Urgent work commenced as described in Section 3 of the report.

- 3.3 Following commencement of the works, storms in August 2020 impacted on the construction works, resulting in additional damage. A further report was considered by Full Council at its meeting of the 12th October 2020. Full Council approved:

- additional supplementary expenditure of £325,000 to fund the additional urgent works required as a result of storm events that impacted the site since works commenced, be approved.
- That a new contingency of £300,000 to be held by the Council's Section 151 Officer, be approved: and
- That all opportunities for third party funding be maximised to minimise the Council's residual financing requirement, be noted. This gave the project a total budget of £2.125m.

- 3.4 Following the executive decision made of 23rd July 2020 to undertake urgent works a contractor was appointed under an already established procurement framework for the delivery of flood & coastal erosion risk management (FCERM) services.

- 3.5 The broad delivery of the urgent works undertook the form of:

Date	Activity
19 th August 2020	Site setup commences
19 th August 2020	Storm Ellen impacts site
24 th August 2020	Delivery of 1,600t of rock commences for access road

3 rd September 2020	Plant access road construction commences
8 th September 2020	1 st delivery of 4,500t of rock to Southampton docks
10 th September 2020	1 st barge delivery of 400t of rock to site
11 th September 2020	Revetment construction commences
21 st September 2020	2 nd delivery of 4,500t of rock to Southampton docks
31 st October 2020	Storm Aiden impacts site
2 nd November 2020	Delivery of 3,000t of rock to Southampton Docks
Late December 2020	Coast protection works completed
March 2021	Coastal footpath licence agreements signed
April 2021	Footpath completed and site cleared

3.6 During the construction phase a number of issues were encountered, as detailed:

- Further erosion of access to the site requiring additional Portland rock to be imported to construct an access road. This was further impacted by weather conditions experienced throughout the works.
- Further beach lowering, resulting in the need for additional rock to be delivered to the site over the initial planned volume of 9,000t.
- Changes to the seabed requiring an additional specialist vessel to enable the barge to access the beach.
- A further 38m of seawall failed during storm Ellen on 19th August 2020.
- Behind the failed section of seawall further cliff erosion resulted in the loss of a section of the cliff top, with 7 metres of cliff top lost after the start of the emergency works.
- Further cracking and movement identified in the seawall towards the White House.
- Continuing unsettled weather conditions resulted in delays of rock delivery by sea, resulting in only one delivery in a two-week period.
- Rock delivery from the berth in Southampton being supplemented by road. 50% of the rock being delivered in this way. This was unplanned but required due to the continued unsettled weather at the site, preventing delivery by sea.

3.7 In summary the final works consisted of:

- 12,000 tonnes of armourstone being imported from Norway
- 3,000 tonnes of Portland armourstone being imported by road
- 268m of rock revetment being constructed
- 200m of new coastal footpath being constructed

3.8 The financial outcome of the urgent work is summarised within the Financial Implications Section of this report.

4. FINANCIAL IMPLICATIONS

4.1 The final outturn costs of the urgent works that commenced in August are £1.9m.

4.2 The funding stream to finance this £1.9m expenditure is expected to be:

Body	Value	Status
Southern RFCC via the Environment Agency	£600,000	Confirmed
Grant Aid via the Environment Agency	£775,000	Awaiting Confirmation
NFDC Capital Programme Reserves	£525,000	Balancing Requirement

4.3 The Council report of October 2020 identified that the eventual funding position for the Council was anticipated at £400,000, although the ultimate potential range to be funded by the Council may have been between £400,000 - £1.525M. The latest anticipated NFDC funding requirement at £525,000 is above the previous expectation, but at the lower end of the overall potential range.

4.4 It should be noted that although the Business Case to support the funding has been submitted to the Environment Agency that it has not yet been approved. Extensive work has been undertaken in developing a robust economic assessment of the scheme benefits to secure the appropriate level of Environment Agency funding. However, the applicable benefit values that may be used in the complex funding calculator have resulted in an expected increase in the balancing requirement of NFDC from the lower estimate of £400,000 to £525,000. Dialogue is continuing with the Environment Agency to respond to queries raised within the Business Case, but at this point the final amount of external funding or timing of likely approval cannot be confirmed.

5. ENVIRONMENTAL IMPLICATIONS

5.1 There were no environmental impacts in relation to these works.

6. CRIME AND DISORDER IMPLICATIONS

6.1 None arising directly from this report.

7. EQUALITY AND DIVERSITY IMPLICATIONS

7.1 None arising directly from this report.

8. PORTFOLIO HOLDER COMMENTS

8.1 This project was completed under very trying circumstances during an exceptional year. Project delivery was completed in spite of a pandemic and two severe storms, Ellen and Aiden. The project led by NFDC's Coastal team was made possible only by using funds made available from NFDC reserves – a one-time cost that cannot be sustained again.

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Background Papers:

None.

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Appendix 1 – Works Progress & Completion Photographs









Appendix 2 –Extent of Westover phase 2

