

Board/Committee:	COMMUNITY AND ENVIRONMENT BOARD
Date of meeting:	19 th JUNE 2024
Title:	STOKES BAY SEAWALL REPLACEMENT PROJECT
Author:	RUPERT TEASDALE
Status:	PROJECT UPDATE – FOR INFO

Purpose

This report seeks to update Members on the progress of the Stokes Bay Seawall Replacement Project since the last update in January 2024.

Recommendation

The Board notes the progress of the following project activities:

- **Procurement of the Contractor,**
- **Update to the financial position,**
- **Planning and Environmental Licences acquisition.**

1.0 Background

1.1 The Stokes Bay Seawall Replacement Project is required to replace 135m of failed seawall at Stokes Bay, Gosport and protect key infrastructure, including a public highway (managed by Hampshire Council Council), from flooding and erosion risk (see Appendix A for location plans). The benefits of the project include:

- Reducing flood and erosion risk impacts to important infrastructure, including a local road.
- Addressing long-term and ongoing health and safety risks.
- Supporting sustainable investment and mitigating the need for reactive, unsustainable emergency maintenance.
- Reinstatement of public amenities, recreation, and access for a strategic open area in accordance with the Gosport Borough Local Plan.
- Improve physical and mental health and well-being.

The project also aligns with the Stokes Bay Feasibility Study's preferred design option for this section of Stokes Bay's frontage. Therefore, the works are considered the implementation of the appraisal's initial urgent recommendation and the first stage of delivering a solution to reduce the risk of flooding and erosion within the wider Stokes Bay frontage.

1.2 The Community and Environment Board previously received a report on January 10th, 2024, where approval was gained for authority to be delegated to the Chief Executive:

- a) to undertake the procurement of the construction works and the evaluation of bids received, and
- b) in consultation with the Section 151 Officer, to award a contract for the construction works to the preferred bidder, subject to sufficient funding, and
- c) agree on project financial tolerances with the delivery officer for the purpose of

- d) administering the construction contract, and
- d) to undertake the construction stage of the project.

1.3 This report provides an update on project progress, covering the financial summary, environmental licencing and consents, procurement, and the planned construction programme. Additionally, it includes an update on the Stokes Bay Feasibility Study.

2.0 Report

2.1 Progress Update:

Since January 2024, the project team has:

- Completed the tender process and appointed a Contractor, Suttle Projects.
- Awarded the Construction Contract.
- Submitted documentation to discharge all planning pre-commencement conditions.
- Received the draft Marine Licence and conditions.
- Updated the detailed design to mitigate a clash between the existing seawall and the new sheet pile seawall.
- Updated the project website, installed “advance notice of works” signage on site and issued letters to residents and businesses in proximity to the site.

2.2 Finance:

The project has spent £129,987 to date. The spend has funded project critical activities including detailed design, financial analysis, Local Levy submission, project reporting, project and contract management, procurement, and stakeholder engagement.

The project budget totals £1,259,317. This consists of contributions of £450k and £50k from Gosport Borough Council and Hampshire respectively and £759,317 of Local Levy funding.

Suttle Projects have been appointed as the Contractor and the forecast outturn has been updated with the Construction Contract Price. The project is currently forecast to be delivered within budget.

The project is currently considered fully funded and the financial position is summarised in Tables 1 and 2 below:

Funding Source	Value (£)
GBC	450,000
HCC	50,000
Local Levy	759,317
TOTAL	1,259,317

Table 1 Approved project funding.

Project Budget (£)	Spend to date (£)	Forecast outturn (£)	Contingency (£)	Variance (£)
1,259,317	129,987	895,936	210,259	153,122

Table 2 Project financial summary

2.3 Marine Licence

The Marine Management Organisation (MMO) has now provided the full Marine Licence and its associated conditions. The Project Team has also submitted all the required information to cover the pre-commencement conditions.

2.4 Planning

The documents to discharge all planning pre-commencement conditions were submitted 8th April 2024. The discharge of conditions will take no longer than eight weeks, therefore, this will be completed before mobilisation onsite.

2.5 Design

Due to the length of time that has passed between the completion of the detailed design and construction there was a risk that the existing seawall had continue to fail and rotate seawards. To close out this risk before mobilising to site an updated survey of the existing seawall was undertaken. This confirmed that the seawall had moved seawards and was clashing with the pile alignment of the new seawall.

To address the clash the designer has revised the construction drawings. The design revision requires a section of the existing wall to be demolished and a slight adjustment of the new pile alignment seawards to minimise encroachment on the Special Protected Area and heritage features.

The current design includes a like-for-like reinstatement of the Alverbank East Car Park. Overtopping waves often leave large pools of water in the car park which takes time to drain. Therefore, to address this issue the project team have reviewed options to enhance the Alver Bank East Car Park drainage. Gosport Borough Council are currently review drainage options to implement in conjunction with the project.

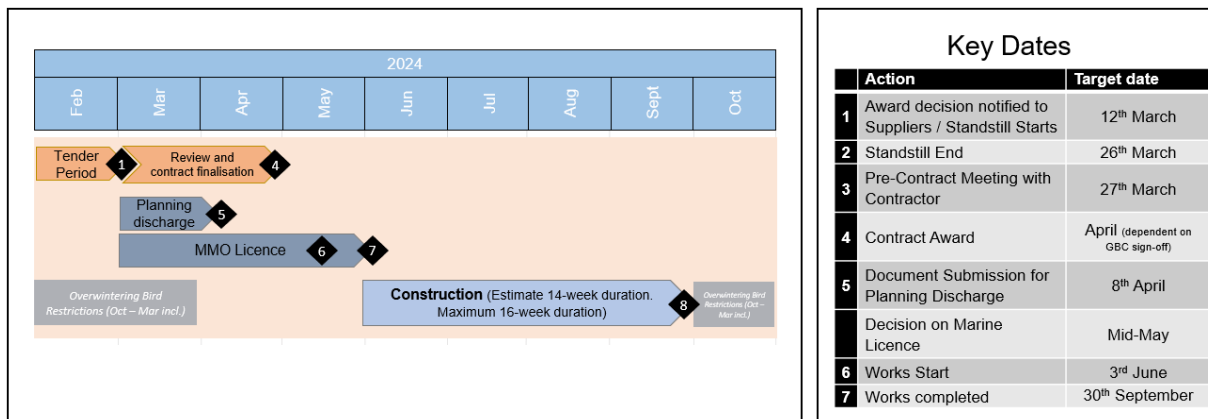
2.6 Communication and Engagement

Communication and engagement activities have commenced, and are being coordinated by Coastal Partners, with oversight from GBC, and HCC. Activities include an update to the Coastal Partners Stokes Bay Project webpage, a presentation to the Friends of Stokes Bay group, site posters, resident and business letter drop, and social media posts.

The Alverbank East Car Park will be used as the construction compound throughout the project. The site will be closed to the public, and access to the beach directly adjacent to the site will be restricted. The Alverbank East Car Park has been closed to the public for over 12 months due to the damage to the seawall, so no additional seafront parking will be lost during construction.

Road traffic should remain unaffected, but to ensure public safety, the coastal path will be diverted to the north side of Stokes Bay Road. Refer to Appendix A for site boundary and pedestrian diversion. Safety signs will be installed to inform pedestrians of this minor diversion.

2.7 Programme:



The project is on target to achieve the June 3rd mobilisation date on site. We anticipate construction will be completed by the end of September, aligning with the designated April to September construction period due to the proximity to a Special Protection Area. We are committed to remaining within this construction window. However, subject to consultation with Natural England, we could potentially extend our working period into October with additional mitigation strategies, such as a watching brief or constrained working hours, if delays are experienced onsite.

2.8 Future Focus:

The key activities over the next 3-month period are:

- Discharge pre-commencement conditions for the Marine Licence.
- Mobilise site compound, anticipated 3rd June 2024 and commence construction.

3.0 Risk Assessment

The top 4 risks to the project are set out in the table below:

3.1

Description of Risk	Consequence	Proposed mitigation
Unforeseen physical conditions, including ground conditions, and historical structures	<ul style="list-style-type: none"> • Increase in project cost and project programme. 	<ul style="list-style-type: none"> • Design based on available borehole data. • Percussive hammer included in piling methodology. • The designer is on standby to promptly address technical queries. • Complete construction during summer months to avoid winter storms.
Weather	<ul style="list-style-type: none"> • Increase in project cost and project programme. 	<ul style="list-style-type: none"> • Closely monitor the weather and tidal conditions throughout the programme. • Terminal float available for any delays that may be incurred.

The existing buried broken concrete promenade may need additional preparation work for the construction of the new promenade above.

- Increase in project programme.

- An additional excavator and breaker are included in the onsite plant to crush additional concrete as needed.

More waste is produced than can be utilised onsite resulting in muck away costs.

- Increase in project cost.

- A Site Waste Management Plan to be produced before construction starts will identify quantities of expected waste.
- Contractor also provides recycled aggregates service and may be able to remove and recycle additional material for minimal cost.

4.0 Progress Update - Stokes Bay Feasibility Study

4.1 The Stokes Bay Study has been investigating the coastal management options available to GBC and HCC for the wider sea defences in Stokes Bay, funded through a combination of Local Levy funding and GBC and HCC contributions.

The study has progressed well and a series of options have been developed for this frontage. A low cost 'Do Minimum' option has been considered to address the short-term erosion risk and extend the wall life which comprises of a rock toe revetment and various concrete repairs and strengthening work to the seawall and promenade. A more aspirational 'Do Something' option has been drawn up as a concept for future refurbishment of the seawall in the longer term. These include a replacement concrete seawall with rock toe but without a beach or a sheet piled seawall with beach management.

It should be noted that the costs for implementing a Do Something option is likely to be upwards of £10 million. Due to the low number of residential properties in this area, any future scheme is unlikely to obtain large amounts of central government FCERM Grant in Aid funding. Funding for any future scheme after completion of the study is therefore primarily expected to come from the main beneficiaries GBC and HCC with alternative funding sources to be explored and mapped out as part of this project.

Project consultants Royal HaskoningDHV have produced an option appraisal report which highlights the options going forwards, as well as an outline design report which provides more detail on the short term 'Do Minimum' works which are estimated to cost in the region of £1.6 million (initial cost) to £3.3 million (over defence lifetime with maintenance).

We are nearing the end of the Study, with an internal briefing on the final outputs being planned over the summer with GBC and HCC. The feedback from these events will then feed into an end-of-project report to the Board and communication with the local community towards the end of the year.

Study Finances

The project budget totals £300,000. This consists of contributions of £200,000 from Local Levy and £50,000 each from Gosport Borough Council and Hampshire County Council.

The project has spent £209,629 to date. This includes spend on the project set up, consultant contract, long listing and short listing, scope revision, desktop modelling, economics, option costing, reporting, outline design and concept drawings.

The remaining spend in 2024/2025 will focus on the communication and engagement of the final Study outputs, as well as project closure. The project is forecast to remain in budget.

5.0 Conclusion

5.1 The Stokes Bay Seawall Replacement Project is required to replace 135m of failed seawall at Stokes Bay and protect key infrastructure, including a public highway from flooding and erosion risk. If the project were not to proceed, the existing failed seawall would be at risk of further damage and deterioration, and the project benefits would not be realised.

Following the tender period, Suttle Projects has been appointed as the Contractor and the forecast outturn cost remains within the approved budget.

The draft Marine Licence has been received, and the final version is expected to be acquired ahead of construction commencing onsite.

The project remains on programme to mobilise to site in early June and be completed by October 2024.

Financial Services comments:	Contained within report.
Legal Services comments:	None for the purpose of this report
Equality and Diversity:	None for the purpose of this report.
Climate Change implications:	To reduce the communities' risk to sea level rise and climate change impacts through provision of new defences.
Crime and Disorder:	None for the purpose of this report.
Service Improvement Plan implications:	To improve coastal defences.
Corporate Plan:	Develop the economy by encouraging investment, protecting, and improving infrastructure and land use by developing a programme of coastal defences.
Risk Assessment:	Contained within section 3 of the report.
Background Papers:	Community & Environment Board Report: 1 st March 2023. Community & Environment Board Report: 10 th

	January 2024.
Appendices:	Appendix A: Project Location Plan
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Appendix A – Site Location and Pedestrian Diversion

