

CABINET MEETING – 14th March 2024

EXECUTIVE SUMMARY SHEET – PART I

Title of Report:

REPAIRS TO THE OLD NORTH PIER, NEW SOUTH PIER & ROKER PIER

Author(s):

Report of the Executive Director of City Development

Purpose of Report:

The purpose of the report is to seek:

- i. endorsement from cabinet for the emergency repairs that have been undertaken due to storm damage sustained during October 2023; and
- ii. approval to undertake urgent repairs to the Old North Pier, New South Pier and Roker Pier due to storm damage sustained during October 2023.

Description of Decision:

Cabinet is recommended to:

- i. Endorse the arrangements that have been put in place for the procurement and funding for the emergency repairs to the New South Pier due to damage sustained during the October 2023 storms;
- ii. Authorise the Executive Director of City Development, in consultation with the Dynamic City Portfolio Holder and the Director of Finance to appoint a contractor(s) for the urgent works for the three Old North Pier, New South Pier and Roker Pier; and
- iii. Approve the funding arrangements for delivery of the proposed works and approve the resultant variation to the Capital Programme.

Is the decision consistent with the Budget/Policy Framework? Yes

If not, Council approval is required to change the Budget/Policy Framework

Suggested reason(s) for Decision:

During the middle of October 2023, the coastline of Sunderland was subject to the effects of Storm Babet which brought severe, adverse weather to the region in the form of high winds and significant levels of precipitation. This resulted in some of Sunderland's coastal defences sustaining significant damage. The storm lasted from

19th to 21st October 2023 and had a direct impact upon the Old North Pier, New South Pier & Roker Pier.

Work commenced on the new South Pier during December 2023 to undertake emergency repairs at a committed cost of £0.2m.

These structures protect vital infrastructure and residential properties along the port frontage and mitigate the effects of sedimentary deposition along the route of the Port of Sunderland's main access (navigation channel).

Approval is sought for funding and the appointment of contractor(s) to allow for the urgent repairs to be undertaken to these Old North Pier, New South Pier & Roker Pier that should help prevent further structural degradation and maintain the functionality of the port and affected areas.

Alternative options to be considered and recommended to be rejected:

No alternatives are submitted for Cabinet's consideration, the works are required to prevent further structural degradation and to protect the functionality of the port and nearby areas.

Impacts analysed;

Equality **Privacy** **Sustainability** **Crime and Disorder**

Is the Decision consistent with the Council's co-operative values? **Yes**

Is this a "Key Decision" as defined in the Constitution? **Yes**

Is it included in the 28 day Notice of Decisions? **Yes**

REPAIRS TO THE OLD NORTH PIER, NEW SOUTH PIER & ROKER PIER

Report of the Executive Director of City Development

1.0 Purpose of the Report

1.1 The purpose of the report is to seek:

- i. endorsement from cabinet for the emergency repairs that have been undertaken due to storm damage sustained during October 2023; and
- ii. approval to undertake urgent repairs to the Old North Pier, New South Pier and Roker Pier due to storm damage sustained during October 2023.

2.0 Description of Decision

2.1 Cabinet is recommended to:

- i. endorse the arrangements that have been put in place for the procurement and funding for the emergency repairs to the New South Pier due to damage sustained during the October 2023 storms;
- ii. Authorise the Executive Director of City Development, in consultation with the Dynamic City Portfolio Holder and the Director of Finance to appoint a contractor(s) for the urgent works for the three Old North Pier, New South Pier and Roker Pier; and
- iii. Approve the funding arrangements for delivery of the proposed works and approve the resultant variation to the Capital Programme

3.0 Introduction/Background

3.1 During the middle of October 2023, the coastline of Sunderland was subject to the effects of Storm Babet which brought severe, adverse weather to the region in the form of high winds and significant levels of precipitation. This resulted in some of Sunderland's coastal defences sustaining significant damage. The storm lasted from 19th to 21st October 2023 and had a direct impact upon the Old North Pier, New South Pier & Roker Pier.

3.2 Old North Pier

The total length of the pier is approximately 177m with an overall height of approximately 12.5m from riverbed level. The pier is essentially a masonry fronted structure with rubble infill and a concrete deck, situated on timber piles. To the north is a glacis (sloped revetment).

This structure protects vital infrastructure and residential properties located along the port frontage and within the harbour. The pier's function is two-fold:

1. It protects Marine Walk Beach, which in turn, protects the residential properties (including the Yacht Club) immediately adjacent.
2. It prevents unwanted migratory sedimentation deposition from Marine Walk beach into the port's navigation channel. Historic cost estimates by Aecom in 2018

suggested that dredging operations could cost upwards of £100,000 per annum to maintain the navigation channel in the absence of the Old North pier.

The damage sustained by the storm included:

- a) A 300m³ section of the existing rock armour was eroded by the storm. These rocks were dispersed into the port's navigation channel; and
- b) Several areas lost the existing masonry blocks which left unprotected voids. This amount to approximately 50m³.

The works to be undertaken include the removal of the rocks from the navigation channel, reinstate the missing rock armour and repair the damage to the masonry blocks.

3.3 Roker Pier

This structure, which is Heritage listed, is constructed out of precast concrete blocks with granite facing and concrete deck infill. It is approximately 800m long and 10m high from seabed level.

The damage sustained by the storm included:

- a) A 18m length of granite copings that were located to the north radius of the lighthouse was removed during the storm; and
- b) A 50m² of granite decking adjacent to the Lighthouse was also removed by storm action.

The works to be undertaken include the reinstatement of the granite copings and granite decking by fixing to the substructure with steel work.

3.4 New South Pier

The total length of the pier is approximately 850m and 10m high from seabed level, consisting of upper and lower decks.

The damage sustained by the storm included:

- a) 406m² of lower deck at the end of the pier was removed by storm action;
- b) 110m of the lower deck coping at the end of the pier was removed/dislodged by storm action;
- c) 140m of the seaward facing upper deck coping was removed by storm action; and
- d) 100m² of the upper deck area was removed by storm action.

The works to be undertaken include the reinstatement of the upper and lower decks and the upper and lower copings with reinforced concrete.

4.0 **Current Position**

- 4.1 Due to the requirements for immediate action to prevent further structural degradation to the South Pier emergency works are being undertaken including the reinstatement of the missing coping section to the upper deck (seaward). The estimated cost of these works is £0.2m which commenced in December 2023 and are expected to be completed at the end of March 2024 are being undertaken by ARM Pipetek Ltd.

- 4.2 The urgent works are planned to commence on site early summer 2024. The duration of each scheme will vary and is dependent on risks as detailed in the risk analysis in section 7 (b) of the report. These schemes can run concurrently (subject to contractor availability and resource).
- 4.3 The estimated costs for each of the schemes including both the emergency works and the urgent works are set out below primarily based upon engineering judgement and experience. The estimates are benchmarked against recent schemes and compared to published cost data (Spon's 2023).

- **Old North Pier: Total: £0.3m**
Rock Armour repair - £0.2m
Concrete Repairs to Deck Area - £0.1m
- **New South Pier: Total £1.0m**
Lower Deck Repairs – £0.7m
Upper Deck Repairs - £0.3m
- **Roker Pier: £0.2m**
Granite Coping replacement - £0.15m
Deck Area repairs - £0.05m
- **Contingency : £0.3m**
Total Estimated Cost - £1.8m

The repair of these structures will prevent further structural degradation and help maintain the functionality of the port and affected areas.

- 4.4 Cabinet on 2nd February 2023 approved £3m for planned reconstruction works to Nobles Quay. However, at this time it has been ascertained that only £0.2m is required to undertake immediate necessary works. Therefore, it is proposed that £1.8m of funding for the Nobles Quay project will be reallocated for these works with a reduction to £0.2m for the Nobles Quay project budget.

5.0 Reasons for the Decision

- 5.1 During the middle of October 2023, the coastline of Sunderland was subject to the effects of Storm Babet which brought severe, adverse weather to the region in the form of high winds and significant levels of precipitation. This resulted in some of Sunderland's coastal defences sustaining significant damage. The storm lasted from 19th to 21st October 2023 and had a direct impact upon the Old North Pier, New South Pier & Roker Pier.
- 5.2 Works commenced on the new South Pier during December 2023 to undertake emergency repairs at a committed cost of £0.2m.
- 5.3 These structures protect vital infrastructure and residential properties along the port frontage and mitigate the effects of sedimentary deposition along the route of the Port of Sunderland's main access (navigation channel).
- 5.4 Approval is sought for funding and the appointment of contractor(s) to allow for the urgent repairs to be undertaken to these Old North Pier, New South Pier & Roker

Pier that should help prevent further structural degradation and maintain the functionality of the port and nearby areas.

6.0 Alternative Options

- 6.1 No alternative options are submitted for Cabinet's consideration, the works are required to prevent further structural degradation and to protect the functionality of the port and nearby areas.

7.0 Relevant Considerations/Consultations

- (a) **Financial Implications** – The total cost for these works is currently estimated to be £1.8m (including £0.3m contingency) for the three schemes. These costs can be met from the reallocation of the current capital programme funding for the Nobles Quay Reconstruction scheme. In addition, the allocation for Nobles Quay will be revised to £0.2m to reflect the latest estimate of the cost of the immediate necessary works associated with that quay.

In accordance with the Council's Financial Procedure Rules, the Cabinet may authorise variations to the Capital Programme provided such variations are within available resources and consistent with Council policy. It is proposed that Cabinet authorise the proposed variation.

- (b) **Risk Analysis** – Undertaking the *urgent* works has associated risks. The following is a list that requires consideration as part of the decision-making process:

1. *Cost certainty* – it is difficult to confirm costs at this stage as the design is not finalised and there remains the risk to the schemes of further adverse weather/tidal conditions.
2. *Existing State of Repair* - the existing condition of each structure remain in a very poor condition and there is the risk of further failure to the structure outside the '*proposed repair*' area.
3. *Further Progressive Failure* – If the repair activities are not completed within the anticipated timelines there remains the risk of further damage due to adverse weather, which will inherently lead to greater costs.
4. *Heritage Material Lead-in Times* – Granite Rock coping stones may be required (in the event that concrete is not an option for construction) for Roker Pier.
5. *General Material Lead-in Times* - granite rock armour, if required, will potentially need to be sourced from Norway.

(c) **Legal Implications**

The Assistant Director of Law and Governance has been consulted in relation to the proposals and her comments have been incorporated in this report.

(d) **Procurement Implications**

The Council's Corporate Procurement team have been consulted in relation to this report. The urgent works will be procured in accordance with the Council's Procurement Procedure Rules (PPRs).

8.0 Impact Analysis

- (a) Equalities** – No equality analysis has been undertaken. The proposals are based on reducing the risk of further damage to the structures in question and will not have a disproportionate impact on any protected characteristics.
- (b) Privacy Impact Assessment (PIA)** – There are no privacy impacts identified as part of the strategy.
- (c) Sustainability** – No Sustainability Impact Filter has been produced.
- (d) Reduction of Crime and Disorder – Community Cohesion / Social Inclusion** – The proposals has no crime and disorder impacts.

9.0 Other Relevant Considerations

9.1 Not applicable.

10.0 List of Appendices

10.1 Not applicable.

11.0 Background Papers

11.1 Storm Babet – Visual Inspection Report V1.0

