

Clacton and Holland Coastal Defence Work

Questions 2 - Raised By Holland Residents Association

Section 1 – General

- 1.1 Is it correct there will be no more public involvement in the choice or design of the scheme, the details will be chosen in private by people from EA/TDC/Mott MacDonald?
- 1.2 It took 4 attempts to get the groynes at Jaywick to their current (working) configuration how can the public be sure the chosen scheme will work?
- 1.2 (a) What allowance has been made in costings should alterations be necessary and will some of this cost be payable by the Design Contractor?
- 1.3 EA have stated that the scheme can attract a maximum of £22 million. How was this figure arrived at? May we have details of this calculation (i.e. a spreadsheet)?
- 1.4 The figure of £22million is surprisingly low given EA have funded about £10 million in emergency repairs in Tendring over the last 10 years.
So roughly EA is proposing to provide 20 years of past funding for next 100 years.
- 1.5 Who will sign off and approve the design on behalf of TDC?
- 1.6 Who is accountable for this Project from TDC?
Public money is being spent here and we need to ensure that the person(s) responsible for spending this money will be around to take responsibility for their actions.

Section 2 – The Proposed Design

- 2.1 Please confirm that one the main requirements made to the design group is that we have the biggest 'bays' between each of the 'fishtails' that we can have without undue risk to loosing the infill between them due to storm action?
Having larger 'bays' may well make recharge easier as it should minimise and simplify the repositioning of the barge and equipment involved in the recharge operation. Fewer barge repositions then reduced cost.
- 2.2 How many fishtail groynes will there be and what is their approximate average spacing?
Surely not as Option 'C' in A.9 Appendix 2- Why not remove every alternate fishtail and use the rocks from these to increase the size of the groynes each side thereby creating larger bays?
- 2.3 Please confirm what was stated at the Beach Hut Association (4th May) meeting by Peter Halliday that the beach recharge material will be the same all the way from Clacton Pier to the Haven i.e. a mixture of sand and shingle.
Option 'C' in A.9 Appendix 2 shows Sand near the Pier and Shingle from Eastcliff to the Haven.
- 2.4 How will access to the beaches below Cliff Road be provided as the recent works consisted of placing a large amount of rocks against the sea wall thereby pushing the accessible beach away from the promenade?

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2.5 As the existing concrete piled groynes are being removed will the debris be used under the new rock groynes?

Section 3 – Future Beach Recharge

3.1 How often is Jaywick or Seawick recharged?

3.2 Why will the scheme proposed for Clacton/Holland require recharge every 10 years?

3.3 What, in today's money, will this cost?

3.4 How will money for this be ring fenced to ensure that it is available when needed?

3.5 How can we believe that future recharge will take place?

Past experience has shown that this does not happen. If the beach had been recharged and groynes repaired every 10 years after 1980 then we would still have a nice beach. We would not have spent the millions of pounds protecting the sea wall over the last few years and would not now be having to spend £30m. Recharge and repairs in 1990, 2000 and 2010 is all that would have been needed to have made a real saving in cost.

Section 4 – Project Programme

4.1 For the submission to the EA in July how accurate is the cost estimate expected to be (+ or – how many percent)?

4.2 When during the project will other detailed cost estimates be produced and what is their accuracy expected to be?

- a) estimate after concept design (+ or – 12%)
- b) estimate after detailed design (+ or – 6%)
- c) estimate at 80% project completion (+ or – 3%)

4.3 How is it intended to spend the £512,000 from the Environment Agency which is being given as part of the 'Programme of Accelerated Growth'?

4.4 If the £512k as mentioned in 4.3 brings the start date of the Construction phase of the project to Autumn 2014 is this a good time to be starting the project?

4.5 Is the time of year and expected weather being considered in the planning of tasks that are due to take place during the Construction phase?

Delays due to weather downtime will soon eat up the £512k used to bring the start date forward.