



PAPER A

Purpose: For Noting

Committee report

Committee	NEWPORT HARBOUR BOARD
Date	24 SEPTEMBER 2018
Title	NEWPORT HARBOUR WALLS - PROGRESS REPORT
Report of	Cabinet Member for Environment and Heritage

EXECUTIVE SUMMARY

1. The council, as harbour authority, owns much of the river bed from Newport to Folly Reach as well as significant land holdings at Newport. Together these form the harbour estate; this was clarified in a report to Cabinet on 3 April 2012.
2. The purpose of this report is to provide the harbour board with an update on the condition of the harbour walls; details of action taken to date, the potential cost of all necessary works and works proposed in the short term.

BACKGROUND

3. A survey was commissioned in March 2014 to ascertain the condition of the walls in Council ownership and the level of works required to ensure that they are safe and fit for purpose.
4. The survey was undertaken by Pritchard Wilmott and their report identified both short term (one to five years) and long term (six to ten years) one off works which have been broken down as follows:-

Section	Short term cost	Long term cost
	1-5 years	6-10 years
Newport Harbour East	441,500.00	543,500.00
Newport Harbour West	144,500.00	46,500.00
Medina River North	42,750.00	31,000.00
Medina River South	90,600.00	3,000.00
Lukely Brook North	43,000.00	0.00
Lukely Brook South	60,000.00	
Total	822,350.00	624,000.00
Grand total		1,446,350.00

5. The report also identified areas of the river that require capital dredging due to the volumes of material involved. The size and location of the silt build ups is, in places, affecting the flow of water which is in turn scouring out foundations to certain sections of wall. In addition the silt build up is affecting the number of moorings which are available and impacting on navigation to the southern end of the harbour. The estimated cost of a capital dredge is £400,000 which includes the licence to dispose the dredged material and both pre and post dredge surveys. Any future dredging would be classified as maintenance dredging and would need to be funded from the harbour revenue budget.
6. It is apparent that the harbour and its tributaries are gradually silting up and becoming hazardous to persons and, vessels as well as having an adverse effect on sections of harbour walls.
7. There is also a risk that where certain storm water pipes pass through the harbour walls they may have become submerged and blocked by silt and detritus and this in turn could create a flooding risk to premises which are supposed to be drained by these pipes.
8. Officers are working with Pritchard Wilmot to identify the sections of wall that present the highest risk and these are being re-inspected as four years have passed since the last survey. Once agreed a specification for the repairs will be prepared and this will recognise the type of wall, age and construction to ensure that all repairs are carried out sympathetically.
9. An invitation to tender (ITT) will then be prepared and advertised with a contract being awarded to the most economically advantageous tenderer. In parallel with the preparation of the ITT any necessary permissions for the works will be obtained.

STRATEGIC CONTEXT

10. The works will improve the safety of the harbour and ensure its continued operation and contribute to the theme of a safe and well-kept Island.

CONSULTATION

11. Whilst there is no requirement for a public consultation the potential urgent works will be discussed with the Newport Harbour User Group. The 2007 and 2014 wall condition reports have clearly identified that the works are required.

FINANCIAL / BUDGET IMPLICATIONS

12. The Harbour has a separate revenue account and reserve but does not have sufficient funds to pay for either the walls or the dredging and that as a result a capital bid was made to the council. The subsequent funding will appear as a loan on the harbour account.
13. Capital bids have previously been prepared to undertake all of the works identified in the 2014 survey as well as a capital dredge; however, while capital

bids were submitted for funding in 15/16, 16/17 and 17/18 these were all unsuccessful.

14. A revised bid for £300,000 which will enable essential repairs to be undertaken was submitted for funding in 2018/19 and this was subsequently approved.
15. A capital request will be made in 2019/20 (and possibly subsequent years) for further repair works and capital dredging although there will need to be close liaison with the Regeneration Team to ensure that the works compliment the Newport Harbour regeneration plan.

CARBON EMISSIONS

16. While the works proposed within this report will generate carbon emissions, these are not within the scope of the council's carbon management plan and therefore will not impact on the council's carbon footprint.

LEGAL IMPLICATIONS

17. There are no legal implications arising from this report as the works will only be undertaken on walls that have been established as being within the Council's ownership. It may however be necessary to obtain various consents (Marine Management Organisation, Environment Agency, planning etc.) for certain repair works which will be obtained prior to any works being undertaken.

EQUALITY AND DIVERSITY

18. The council, as a public body, is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. None of the identified groups are likely to be adversely affected by proposed works.

PROPERTY IMPLICATIONS

19. This report identifies works that will be undertaken to the Harbour Walls, which will improve the Walls. As sections of wall are repaired any adjoining property owners and occupants will be advised in advance.

OPTIONS

20. The options proposed are as follows:-
 1. To note the report as written and accept the progress to date.
 2. Not to accept the report.

RISK MANAGEMENT

21. The 2014 wall survey identified sections of walls requiring urgent repairs; clearly by not undertaking the identified works there is a risk of sections of walls falling down and causing damage to property and/or injury to harbour users.
22. Whilst we have secured £300k to undertake the highest risk works, significant further funding needs to be identified to carry out the other works; accordingly until such times that the funding can identified the following will be implemented:-
 - Monthly visual inspections of the sections of walls within the council's ownership.
 - Preparation of a further capital bid for the 2019/20 capital programme.
23. In the event that any major defects are highlighted during the inspection then these will immediately be notified to the senior harbour master who will either arrange for the necessary repair work to be undertaken, or if this is not possible, arrange for the section in question to be taken out of service and for suitable signs to be erected to prevent use. In this regard the council has already closed off the section of quay wall adjacent to the former Vectis Shipping building – it is securely fenced at either end of the building and large signs have been erected advising harbour users not to moor there.

EVALUATION

24. Option 1 is recommend as the report sets out the current position in relation to the current and proposed future works.

RECOMMENDATION

25. Option 1 - To note the report as written and accept the progress to date.

BACKGROUND PAPERS

- Newport Harbour – Harbour walls' survey (including tidal reaches of River Medina and Lukely Brook) 2014. September 2014. Ref: 15380/D/001/R/DVP

Contact Point: Alex Minns Head of Commercial Services

☎ 821000

Email:alex.minns@iow.gov.uk

WENDY PERERA
Assistant Chief Executive and
Director of Strategy

(CLLR) JOHN HOBART
Cabinet Member for
Environment and Heritage