

TAYINLOAN PIER

1. SUMMARY

The purpose of this report is to advise Members of the Area Committee of the progress with the scheme to resolve the problems encountered at Tayinloan and the current position in respect of dredging.

2. RECOMMENDATIONS

The Area Committee is asked to note the contents of the report.

3. DETAIL

- 3.1 The Council has now received the final report from the Consultant Royal Haskoning on the hydrodynamic modelling. They were asked to examine the preferred option selected from their initial studies which, in essence, involved extending the current breakwater and replacing the existing access way from the marshalling area with a suspended slab to allow the sea to wash through sand and silt.
- 3.2 The model which entails replacing the entire length of 80m with a suspended slab and extending the breakwater by 50m is recommended by the consultant to be the solution that will give the longest life, that is to say at least 20 years. This was valued at an estimated £2.268m in the consultant's original report submitted in October 2007. At a subsequent public meeting held at Tayinloan and on Gigha it was clear that the residents at Tayinloan considered this solution may cause flooding to their property.
- 3.3 The suspended slab will generate local wave and tidal conditions that will promote the transport of sediment through the gap. The extension to the breakwater will significantly improve the wave conditions at the berth without having an undue influence on sedimentation in the channel or at the berth. It is also considered that this option would promote the dispersion of weed that has recently been problematic for the ferry.
- 3.4 The consultants also considered a model where 40m of the access way were replaced although this option has not been costed and whilst broadly similar sediment patterns would develop there are concerns that the shorter gap would be prone to infilling, particularly over a period of prolonged poor weather. The study suggests that its life span prior to siltation was significantly reduced to between 5 to

10 years. Evidently, a solution which adopted a length between 40 and 80m would give an enhanced life span.

- 3.5 The preferred option is that the Council adopt replacing the entire length of the causeway with a piled deck, remove the old jetty which is considered structurally unsound, excavate the sand on the foreshore to the south of the pier and place this on the foreshore to the north of the old jetty and extend the breakwater by 50m. A rock revetment will be required from the stub end of the existing breakwater around the promontory to a point immediately north of the old jetty. It is also recommended that an assessment of the flood risk is undertaken to address the concerns of the local residents. If it should transpire that the risk of flooding cannot be satisfactorily alleviated then the shorter suspended slab should be adopted but with this comes the caveat that it could be prone to infilling and will not give such a long term solution.
- 3.6 The next stage in this process is for a report to be submitted to the Council's Executive Committee with a recommendation to proceed with a design. The anticipated timeline for this is that design could be complete by April 2009 followed by tenders for construction. These tenders could be evaluated by July 2009 with a potential start date of autumn 2009.

4. FUNDING

There is a total of £2m allocated in the Council's Capital Programme. £1m in 2009/10 and another £1m in 2010/11. It has been agreed that funding for the design could be drawn down in advance for this scheme.

5. DREDGING

The berth was dredged in early autumn but recent south westerly storms have disrupted the sailings and caused concern that the berth will become unusable due to accumulated sand and silt. The Council has employed a dredger that attended during early November but subsequent poor weather has demanded further work is necessary to ensure that the berth remains open. A dredging company from Northern Ireland has been engaged and was due on site for 24 November. Calmac Ferries Ltd has been advised and the Council continue to work in close co-operation with them.

6. IMPLICATIONS

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| 6.1 | Policy | None. |
| 6.2 | Financial | As stated in the report. |
| 6.3 | Personnel | None. |
| 6.4 | Equalities Impact Assessment | None at present. |
| 6.5 | Legal | None |

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