

**ANGUS COUNCIL**

**ROADS COMMITTEE**

**12 OCTOBER 2000**

**COASTAL EROSION AT MILTON MILL, MONIFIETH - UPDATE**

**REPORT BY THE DIRECTOR OF ROADS**

**ABSTRACT**

This report updates the Committee on recent developments with respect to funding and options available to achieve a long term solution to the coastal erosion problem at this location.

**1 RECOMMENDATIONS**

It is recommended that the Committee agree to the promotion of a formal coast protection scheme at Milton Mill, to be constructed in financial year 2001/02.

**2 INTRODUCTION**

The Committee was previously informed of the situation at Milton Mill, Monifieth (Report Nos 697/96, 998/96 and 300/97). This report updates the Committee on the current status and presents options for the way forward.

**3 DETAILS**

i) The existing timber sleeper retaining wall at the back of the beach at Milton Mill, Monifieth (immediately east of the Dighty Water) failed locally and was made safe by the Council in December 1996 (Report Nos 998/96 and 300/97).

ii) As reported previously the whole wall is now heavily weathered and is in need of stabilisation or replacement over a length of approximately 250 metres.

It is evident that a long term solution is required for the whole length of the wall and it is proposed to replace it with a rock armour revetment (see Appendix A).

iii) Angus Council are the Coast Protection Authority (under the terms of the Coast Protection Act 1949) and as such are empowered to promote a coast protection works scheme, seeking voluntary contributions from those other parties having an interest at this location.

iv) Since the first collapse of a section of wall dialogue has taken place with the other parties with a particular interest i.e. North of Scotland Water Authority (NOSWA) and Railtrack. Should the wall fail the coastal path, under which is

a 250mm pumping sewer, would come under threat and with further erosion of the dune the main east coast rail line would ultimately be also under threat.

After a considerable period of time the two parties have agreed to make a contribution towards the project which is estimated to cost £180,000.

NOSWA have agreed to make a £60,000 contribution and have allowed for this in their Investment Plan for the current financial year.

Railtrack did not feel that an equal share basis was fair to their perceived secondary interest and have offered a maximum contribution of £24,000.

Angus Council would be able to claim a 40% grant from the Scottish Executive for the cost of the scheme less any contributions i.e. 40% of £96,000 = £38,400 leaving a balance of £57,600 to be met from Council sources.

The Council have previously expended £30,000 on the emergency repair works carried out in 1996.

## **OPTIONS**

### **a) Do nothing**

This will inevitably lead to emergency situations arising as and when other sections of the wall fail. Piecemeal repair works are obviously less than best value from an economic standpoint. Costs will also inevitably rise when the new aggregate levy comes into effect in 2002.

### **b) Do nothing but continue to press Railtrack for an increased share of the costs**

This is considered unlikely to change Railtrack's stance despite the possibility of political pressure due to the lack of progress on the works.

### **c) Promote a Formal Coast Protection Scheme in Year 2001/02**

Due to the administrative timetable for the approval of such a scheme the process would require to be started this financial year with a view to getting works carried out between May and September 2001 when a window for construction is considered by Scottish Natural Heritage to be optimum from an environmental point of view. (The site is part of the Monifieth SSSI and has recently been designated as a site of special European significance for the over-wintering of migratory birds).

## **4 FINANCIAL IMPLICATIONS**

The North of Scotland Water Authority has verbally confirmed that their contribution can be carried forward to financial year 2001/02. Railtrack have yet to confirm

whether their contribution of £24K can be made available in next financial year 2001/02.

The projected spend for the scheme is:-

	<b>2000/01</b>	<b>2001/2</b>	<b>2002/03</b>	<b>Total</b>
Gross Expenditure	<u>10</u>	<u>165</u>	<u>5</u>	<u>180</u>
<u>Less</u> Contributions				
- NOSWA	(5)	(55)		(60)
- RAILTRACK	<u>      </u>	<u>(24)</u>		<u>(24)</u>
	(5)	(79)		(84)
Balance	5	86	<u>5</u>	96
<u>Less</u> Scottish Executive Grant at 40% (Note 1)		(38.4)		(38.4)
Angus Council required contribution	<u>5</u> ====	<u>47.6</u> ====	<u>5</u> ====	<u>57.6</u> ====

Note 1 – Assumed to be fully paid in financial year 2001/02.

The £57,600 Council contribution has not been specifically allowed for in the current 1999/2003 Financial Plan but will be provided for as part of the current budget preparation exercise for 2001/02 and beyond.

## 5 CONSULTATION

The Chief Executive, the Director of Law and Administration, the Director of Finance and the Director of Planning and Transport have been consulted in the preparation of this Report.

## 6 CONCLUSION

The situation at Milton Mill continues to deteriorate and as long running negotiations with NOSWA and Railtrack for contributions towards the costs have been exhausted it is recommended that the Council fund the balance of the scheme and promote a formal coast protection scheme to allow this vital coast protection work to proceed in financial year 2001/02.

Dr Bob McLellan  
DIRECTOR OF ROADS

NOTE:

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information), were relied on to any material extent in preparing this Report:-

Report No 697/96 – Angus Council Roads Committee – 29 August 1996.

Report No 998/96 – Angus Council Roads Committee – 28 November 1996.

Report No 300/97 – Angus Council Roads Committee – 6 March 1997.

WW/PP  
7 September 2000  
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