

**ANGUS COUNCIL**

**ROADS COMMITTEE**

**12 MARCH 1998**

**CARNOUSTIE COAST PROTECTION**

**FINANCIAL UPDATE**

**REPORT BY THE DIRECTOR OF ROADS**

**ABSTRACT**

This report summarises the financial position of the capital expenditure associated with Carnoustie Coast Protection Scheme.

**1 RECOMMENDATIONS**

It is recommended that the Council:-

- (i) note that substantially more rock armour work has had to be carried out due to the poor state of the existing revetment,
- (ii) note the financial position for the 1997/98 financial year which can be contained within the Council's overall coast protection allocation,
- (iii) approve the additional expenditure on the contract details of which are outlined in Appendix 1.

**2 INTRODUCTION**

The need for the reprofiling and strengthening of the existing rock armour and rip rap revetments between Barry Burn and the Barry Buddon M.O.D. site was identified in Report No 696/96 submitted to the Roads Committee on 29 August 1996.

Details of the work were given in Report No 461/97 on 24 April 1997 and work was subsequently awarded to Tayside Contracts. Prior to work starting after the end of the tourist season a maintenance problem was identified with the gabions in the centre of the beach and following a detailed survey this work was included in the contract. This additional cost was reported to the Roads Committee in Report No. 1225/97 on 27 November 1997, bringing the total project cost to £82,000.

The contract has just recently been substantially completed with only minor items outstanding. However, additional work as described in Section 3 below, has been necessary.

### 3 DETAILS

The revetment south of Barry Burn is in a high wave energy location and a substantial lowering of the beach level occurred during the contract. This together with the need to reprofile complete sections of the revetment due to the general size of rock available has increased the tonnage of rock required from the 3,800 tonnes initially identified to 10,950 tonnes. The revetment had slumped badly and initially it had been intended to add additional rock to correct this but it was necessary, due to the revetment having been added to already, to reconstruct sections to a greater depth to provide the necessary essential protection. The stockpile of rock offered by the M.O.D., free of charge, unfortunately did not have a sufficient quantity of suitably sized rock to make up the shortfall and as can be seen from Appendix 1 the cost of importing the additional 7,200 tonnes of rock was the main reason for the increase in costs from £82,000 to £160,000.

The main differences in cost between the costs as reported in Report No. 1225/97 and the final projected costs are shown in Appendix 1.

#### 4 **FINANCIAL IMPLICATIONS**

Detailed financial information is provided in accordance with Section 6 of the Financial Regulations (September 1997).

The increased projected costs have been reported in overall terms in the interim to the Policy & Resources Committee through the capital monitoring process and the overall programme of intended coast protection works has been specifically monitored and revised to permit this project, with the associated additional costs, to be completed to the standard required.

Accordingly the increased costs can be contained within the overall capital and revenue coast protection budgets in the current financial year.

#### 5 **CONSULTATION**

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

#### 6 **CONCLUSION**

Additional costs have been incurred due to the condition and the original construction of the rock revetment between the M.O.D. ranges and the Barry Burn. The overall coast protection programme has been adjusted to allow this essential coast protection work to be carried out prior to further potential damage over the winter period.

Dr Bob McLellan  
DIRECTOR OF ROADS

#### NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:-

Report No. 696/96 - Roads Committee - 29 August 1996.

Report No. 461/97 - Roads Committee - 24 April 1997

Report No. 1225/97 - Roads Committee - 27 November 1997.

WW/JSG  
05 March 1998  
REPORTS/c.prot.update

**CARNOUSTIE COAST PROTECTION****MAIN ITEMS OF VARIED COST**

	<b>Cost as per Report No 1225/97</b>	<b>Final Projected Cost</b>
Rock Armour	£45,665.50	£131,034.35
Gabion Repairs	£17,051.10	£20,000.00
Tank Traps @ Station Road Carpark	£1,515.00	£400.00
Slipway Repair	-	£600.00
Miscellaneous Other Costs	£13,268.40	£1,965.65
Add Eng. Admin Fees	£4,500.00	£6,000.00
	<b>TOTAL</b> <u>£82,000.00</u>	<u>£160,000.00</u>

