
Subject:	ESSENTIAL WORKS TO DEAL PIER
Meeting and Date:	Cabinet – 2 October 2017
Report of:	Roger Walton, Director of Environment and Corporate Assets
Portfolio Holder:	Councillor Trevor Bartlett, Portfolio Holder for Property Management and Public Protection
Decision Type:	Key Decision
Classification:	Unrestricted

Purpose of the report:	To consider the business case to carry out essential works to Deal Pier.
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Recommendation:	To approve the business case to carry out essential works to Deal Pier.
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1. Summary

- 1.1 Deal Pier is a significant Dover District Council asset which requires urgent concrete repairs to reinforce the concrete structure, a new pedestrian pier surface to replace the existing uneven and defective surface, and new seating to replace old seating which is in disrepair.
- 1.2 The new pedestrian pier surface and seating were originally to be replaced in 2008 but were delayed to facilitate construction of the new restaurant. This capital project is long overdue and is now the most cost effective method of ensuring that the environment remains safe for members of the public using the pier and prevents further deterioration of the pier structure.

2. Background

- 2.1 Deal has had a pier since the late 1800s which has remained a focal point for the townspeople and holiday makers alike. The most recent and 3rd Deal pier was opened on 19th November 1957 by H.R.H Prince Philip Duke of Edinburgh. At a cost of £250,000, it remains the last pleasure pier ever constructed within the UK.
- 2.2 This unique pier is a significant landmark and public amenity visited by many thousands of tourists and locals, providing them with a very pleasant walk with spectacular panoramic views of the coastline and channel. The pier is internationally recognised as an angling venue and has been the scene of many international, national and local fishing competitions, and is used extensively by the local angling community. The pier head lower deck originally had a berthing facility intended for pleasure steamers, however, this facility was removed many years ago.
- 2.3 The pier structure is of reinforced concrete and has a stem of 1000 feet (305m) long leading to a two deck pier head at the seaward end. In 2004, many of the pier legs and structural supports underwent an extensive refurbishment to repair corroded reinforcing steel and spalled concrete. In 2008, following a design competition organised by the Royal Institute of British Architects, the 1950s café on the pier head upper deck was replaced with an award winning design new café.

- 2.4 The pier stem and upper deck has continuous timber seating on both sides throughout its entirety providing more than one third of a mile of seating. The seating is fixed to a “box” section concrete duct containing the pier services such as gas, water, power and waste which serve the café at the pier head. The concrete pier stem deck is covered with asphalt which acts as a “wearing” surface for the pier footfall/vehicles and also provides the concrete decking with protection against the elements. Throughout the pier’s length are the original 1950’s reinforced concrete pier lighting columns as well as a CCTV system.
- 2.5 In 2006, when it was first planned to renew the cafe on the pier it was also intended to renew the asphalt pedestrian surface to the pier stem and also to carry out other miscellaneous work to the pier as required at the time. However, at its meeting in December 2007, Cabinet agreed to delay the resurfacing and other miscellaneous works until a future date as the tenders for the new café had exceeded the project budget allocated within the MTFP.

Pier Stem Resurfacing

- 2.6 Since the decision to delay renewing the pier stem asphalt surface, the asphalt has had many patch repairs in order to provide a level and safe surface for the pier pedestrians. However, the asphalt is well beyond its life and has lost most of its elasticity. Cracks and patch repairs within the asphalt are now extensive; the only remaining option now is to completely renew it.
- 2.7 Officers are considering modern alternatives to using asphalt which will look similar, provide the pier structure with the protection it requires, and will provide a lasting finish. It is unlikely that these materials will cost less, but they may have other advantages over asphalt, such as speed of application and ease of future maintenance. Whatever surface replacement is used, it is intended that the pier will remain open throughout the works.
- 2.8 It is anticipated that the pier resurfacing will cost £210,000.

Pier Seating

- 2.9 Much of the timber seating has been removed due to its very poor condition and safety concerns. Pier pedestrians can still sit down in these locations on the box section concrete duct, however this is not ideal. The few seats that remain amount to approximately one third of the original quantity and are useable but in a very poor condition. They make the pier look very scruffy and are the source of many complaints and comments from pier users.
- 2.10 It is proposed that the seating is replaced with a design based very much upon the original slated timber scheme, however, the seating is unlikely to be exactly the same. It is proposed to use the same timber (Iroko) as used on the pier restaurant so as to provide the pier with some continuity and visual connection with the restaurant. The Council will also be providing seating with sponsorship plaques, and/or may reconfigure the seating and have less of it.
- 2.11 To replace all of the seating in one go to the full length of the pier as per the original 1950s concept could cost £210,000. It is therefore intended to initially provide just a few seats located in small lots throughout the pier’s length. These new seats will provide resting places for pier pedestrians and will also serve as a sample and a template for more seating and sponsorship plaques to be installed at a later date.

Subject to demand it is proposed to set aside each year an appropriate sum to provide more seating and thus as more seating and plaques are commissioned, more seating will be provided to meet that demand.

It is estimated that this first phase for new seating will be £40,000 to £50,000.

Concrete Repairs

- 2.12 The marine environment has an aggressive detrimental effect on the steel reinforcement encased within the pier concrete structural members. Such corrosion is common within a marine structure and a widespread problem internationally. Steel corrosion has caused many structural members to crack and these must be repaired to stop further deterioration. The structural members that are currently cracking are not those repaired during the 2004 structural repairs contract.
- 2.13 Repairing reinforced concrete is a much specialised area and it will be necessary to employ a specialist contractor to undertake intrusive surveys, sampling and testing to determine the full extent of the steel corrosion. Upon completion of this survey it is intended to make a start repairing some worst affected concrete members. This is necessary to ensure that the corrosion is halted as soon as possible in these structural members. When the full extent of the steel reinforcement corrosion is known and the cost of the remedial work determined, it is likely that further funds will be required and as such provision will be made in the MTFP 2018/19 budget for this.
- 2.14 It is estimated that the cost of the survey and initial urgent concrete repairs will be £50,000

Pier Café Services

- 2.15 Following a recent fire safety review of the pier carried out by Kent Fire and Rescue Service, it will be necessary to make some alterations to the restaurant's water main. This water main also serves as a fire hydrant to be used by the firefighting service in the event of a fire on the pier. It is estimated that this work will cost £17,500.

Stakeholder Engagement

- 2.16 Officers will be consulting with lessees on the pier and the Deal & Walmer Angling Association regarding the impending work.

3. Identification of Options

- 3.1 Option 1. Is to do nothing. This is not recommended as the pier is a significant asset and delaying the work or not carrying out these repairs could lead to further deterioration, or even structural failure (in the case of concrete repairs). A delay carrying out these repairs would considerably escalate costs of any remedial works which will inevitably have to be carried out anyway.
- 3.2 Option 2. Undertaking urgent concrete repairs now would halt the damage currently being caused to pier's structure. The existing asphalt pier pedestrian surface is at the end of its life and renewing it will safeguard the pier stem decking from damage due to egress of water. It will also ensure the piers continued safe operation and should safeguard the Council from insurance claims due to trips and falls. The new seating and pier stem surface will considerably improve the appearance of the pier. The introduction of commemorative seating/plaques will provide a much valued lasting reminder of departed relatives whilst giving visitors a comfortable resting point on the pier.

4. Resource Implications

It is intended to fund the cost of the works from the £255k provision for Deal Pier works, and the £72.5k Corporate Property Maintenance contingency, both of which are included in the current Medium Term Financial Plan.

5. Corporate Implications

5.1 Comment from the Section 151 Officer: Accountancy has been consulted and has no further comment to add. (KW)

5.2 Comment from the Solicitor to the Council: The Solicitor to the Council has been consulted in the preparation of this report and has no further comments to make.

5.3 Comment from the Equalities Officer: 'This report does not specifically highlight any equalities implications however, in discharging their responsibilities members are required to comply with the public sector equality duty as set out in section 149 of the Equality Act 2010 <http://www.legislation.gov.uk/ukpga/2010/15> ' (KM)

6. Appendices

None.

7. Background Papers

None.

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