
Subject:	WORKS TO DEAL PIER
Meeting and Date:	Cabinet – 4 February 2019
Report of:	Roger Walton, Strategic Director (Operations and Commercial)
Portfolio Holder:	Councillor Trevor Bartlett, Portfolio Holder for Property Management and Environmental Health
Decision Type:	Key
Classification:	Unrestricted

Purpose of the report: To advise Cabinet of the work undertaken on Deal pier and to seek approval to continue with the next phase of refurbishment and enhancements.

Recommendation:

- (a) To note the work completed to date and approve the next phase of refurbishment and enhancements to Deal pier
- (b) To approve the next phase of works and to delegate authority to the Strategic Director (Operations and Commercial), in consultation with the Portfolio Holder for Property Management and Environmental Health, to take all actions required to deliver the next phase of refurbishment to Deal pier, including accepting the most economically advantageous tender for the work

1. Summary

- 1.1 The works to renew the gas main, refurbish the pumped drainage system, renew pier seating, replace the asphalt pedestrian surface and repaint metalwork have all been successfully completed. Following storms in 2018 which caused considerable damage, repairs to the lower deck originally planned for 2019/20 have been brought forward and are nearing completion.
- 1.2 The repairs carried out in this first stage of the pier refurbishment have addressed the most urgent and highest priority replacements as well as making the pier a more attractive place to visit. This report provides the details of the works carried out to date, identifies works that comprise the next phase of work and seeks approval to proceed with the next phase of work.
- 1.3 There is £600,000 identified in the Medium-Term Financial Plan (MTFP) for the next phase of the work, which will complement the recent successful refurbishment works to deliver a truly satisfying visitor experience to this iconic structure.

2. Introduction and Background

- 2.1 The pier is a substantial structure in a very austere environment, and has many components in need of repair or replacement. At its meeting held on 6 November 2017 Cabinet approved the business case to carry out refurbishment work to the pier commencing with the most urgent defects, such as replacing the seating, replacing the asphalt pedestrian surface and repairing the concrete structural members that were in most urgent need of attention.

- 2.2 Funds were set aside in the MTFP for the works to be carried over a three year period with the first phase commencing in 2018, a fitting tribute to the pier's Diamond anniversary on 19th November 2017. This report details the work carried out to date and provides the business case for the next refurbishment phases.

Phase One Works Completed

- 2.3 **Seating:** The pier stem and upper deck has had all of the seating renewed using Iroko timber to match the timber used on the restaurant. This amounts to more than one third of a mile of seating.
- 2.4 **Pier Railings:** The seating replacement also included repairing and painting the guardrails. The guard rails, which are located on the pier wall above the seats and on the pier apron, were found to be badly corroded in some locations and rusted sections were cut out and replaced prior to complete repainting.
- 2.5 **Asphalt Pedestrian Surface:** The existing asphalt pedestrian surface had reached end of life. It had lost its elasticity, had extensive cracking and numerous patch repairs. The work, which included replacement of the 85 drainage gullies and 18 movement joints as well as the replacement asphalt, despite challenges during construction, has produced an improved appearance as well as, crucially, providing weather protection to the concrete deck of the stem.
- 2.6 **Gas Main Replacement:** On the 5th June the boiler and gas installation to the Pier restaurant was serviced. Previously under the terms of the lease this was the responsibility of the restaurant tenant. The gas supply from the meter to the café which is 320M long was tested, found to be unsafe and the gas supply was disconnected.
- 2.7 The materials and methods used in the existing steel gas pipe were obsolete and as such the Gas Safety Regulations required for the gas pipe installation to be upgraded to current standards and so repairing the existing gas pipe was not permissible. The gas main has now been replaced in stainless steel, has been commissioned tested and declared as safe.
- 2.8 **Lower Deck Storm Damage:** The lower deck is made up of a mixture of solid timber planks and metal grills. In general the metal grills are resistant to the impact of waves as the water pressure dissipates through the gaps in the grills. However, the timber planks are regularly broken and or lost when impacted by wave action. To limit the damaging effect of the storms, when timber planks are broken, they are replaced with metal grills wherever possible.
- 2.9 Works to make the lower deck more resilient to storm damage and also to replace some of the perimeter guard rails were planned to take place under a future pier refurbishment phase. However, the storm damage which occurred early in 2018 had caused an abnormal amount of damage and the repair work was brought forward and is currently being undertaken.
- 2.10 Upon completion of the lower deck repairs (part paid for by insurance), 70% of the decking will consist of metal grills which should reduce future storm damage and lessen the period and frequency of lower deck closures. Subject to weather conditions these works will be completed in February 2019.
- 2.11 **Sewage Transfer Facility:** This is located under on the lower deck under the restaurant and public toilets. Waste water and sewage from these is retained in a

holding tank and then pumped along a 320m pipe located under the seating into the public sewers.

- 2.12 As its contribution to the “Beauty of the Beach” campaign, DDC has lined the steel sewage holding tank with fibreglass to prevent corrosion, refurbished the pumps and macerators and is in the process of installing a pump failure alarm so that it is almost impossible for a pollution incident to occur. Financial support from Southern Water Services aided the project.
- 2.13 **Landside Buildings and Apron:** The statue and front entrance lights to the steps which had not worked for many years have been rewired and the lamps renewed with LED. Defects within the old apron asphalt have been repaired and the landside buildings have been repointed as the mortar had severely eroded.

The Next Pier Refurbishment Phase

- 2.14 **Concrete Repairs:** The marine environment has an aggressive detrimental effect on the steel reinforcement encased within the pier concrete structural members. Steel corrosion has caused many structural members to crack and these must be repaired to stop further deterioration.
- 2.15 It was planned to repair the worst effected structural members within the first phase of the refurbishment work, however these repairs are located on the lower deck which has been made inaccessible by the storm damage.
- 2.16 Money previously set aside within the project was diverted to contribute towards the cost of the emergency gas main replacement and lower deck storm damage repairs. These concrete repairs now form a part of this next phase and are critical to the long term sustainability of the structure.
- 2.17 **Pier Lighting:** The pier deserves to be show-cased in the best possible way and this next phase will include replacing and enhancing the lighting in an imaginative way which honours the original design concepts, whilst also using light to frame the structure and minimising energy consumption.
- 2.18 **The Pier CCTV system**, which is an integral part of the health and safety measures, is now old technology and requires replacing.
- 2.19 **Landside Pier Buildings and Apron:** This work will include refurbishing the corroded clock and art sculpture above the pier entrance and also general painting and repairs. It is also proposed to install an electronic visitor counter and an electronic public information screen showcasing Deal and the wider district, advertising events and exploring the opportunity for marketing as a possible revenue stream. The system is likely also to provide information about visitor numbers which can be used to drive the tourism agenda for the district.
- 2.20 **Pier Shelters:** Work to enhance the appearance of the shelters along the stem will involve replacing the functional double glazed windows with units consistent with the original design concepts that also compliment the new seating.
- 2.21 **Sewage Transfer Facility:** Further works is proposed within this facility to make it more resilient. Work would include replacing the control panel within the sewage transfer facility is so that a pump failure alarm can be installed. The alarm will notify officers via a BT line both in and out of hours should which would enable an early intervention to prevent sewage spill.

3. **Identification and Evaluation 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 of particular elements, or even structural failure (in the case of concrete repairs). A delay in carrying out these repairs is likely to escalate costs of any remedial works which will inevitably have to be carried out anyway. More importantly the recent investment has greatly enhanced the visitor experience but, perversely brings those elements yet to be refurbished in to sharper focus.
- 3.2 **Option 2:** Is to undertake only essential further maintenance works, repairing just the concrete beams in most urgent need of repair, which are also easily accessed and therefore cost effective to repair. Work would also include further work within the sewage transfer facility to make it more resilient to failure. This option is likely to cost in the region of £170k. However, this option will not make Deal pier the asset showcases it could be. Inevitably the pier lighting, CCTV system and the landside buildings/entrance will require investment and delaying these works now will only lead to increased costs later.
- 3.3 **Option 3:** Is to undertake all the work described in paragraphs 2.14 to 2.21. This is the recommended option because it will deliver the enhancements that the asset needs to maximise the visitor experience, reinforcing the achievements of the first phase of refurbishment. The likely cost is estimated to be in the region of £600k

4. **Resource Implications**

- 4.1 There is £600,000 approved in the MTFP for the next phase of capital works to the pier.

5. **Corporate Implications**

- 5.1 Comment from the Section 151 Officer: Accountancy has been consulted and has no further comment. (DL)
- 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 equality 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>.

6. **Appendices**

- 6.1 None.

7. **Background Papers**

- 7.1 None.

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