

BACTON TO WALCOTT SANDSCAPING SCHEME SUMMER 2019



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THE SCHEME

The beaches in front of Bacton Gas Terminal and the villages of Bacton and Walcott will be transformed during summer 2019 as a result of the Sandscaping scheme.

A UK-first multi-partner project, the scheme will see approximately 1.8 million cubic metres of sand placed and engineered on these beaches.

The height and width of the beaches will be significantly increased and access to beaches improved.

The improved beaches are designed to provide robust protection to the terminal for approximately 20 years, while extending the life of the village defences.

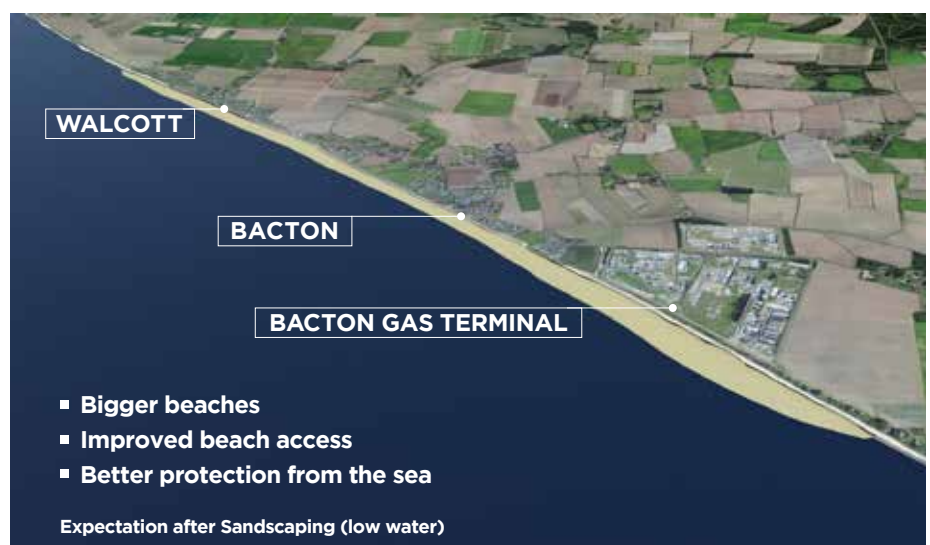
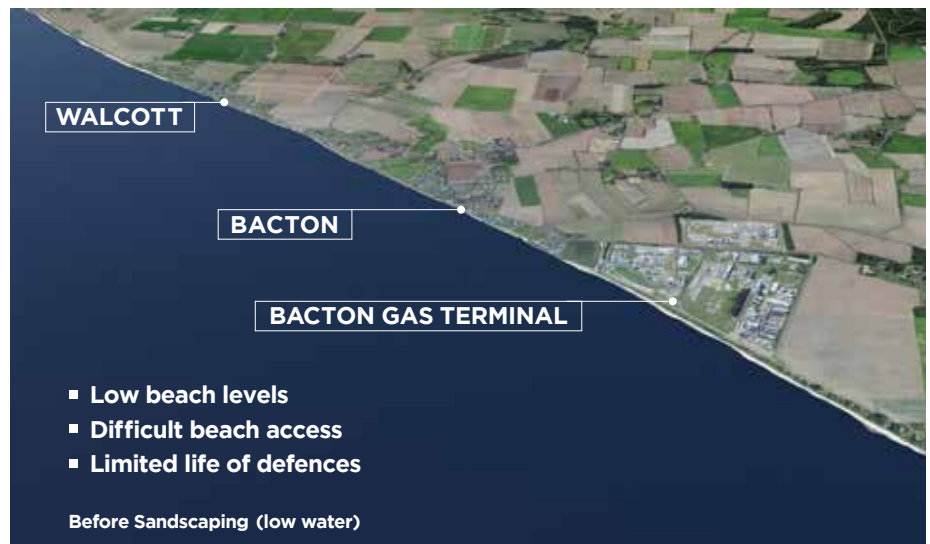
Beaches will still change during storm events, but with more sediment available locally they will be more able to respond and to recover under the right conditions.

It is expected that there will be additional benefits for tourism and recreation.

A similar, much larger, scheme called the Sandmotor has been successful in The Netherlands since it was built in 2011.

Experience with the Dutch Sandmotor shows that in the 12 months following construction, the shape of the sediment placements will change. This is to be expected.

With a new 'dry beach' above mean high water there is a risk of windblown sand, particularly in the first 18 months. This will be monitored.



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The construction contract was signed in February by North Norfolk District Council and Team Van Oord. The event saw project partners from North Norfolk District Council, Team Van Oord, Coastal Partnership East, Shell UK, Perenco, St La Haye, Royal HaskoningDHV, the Environment Agency and New Anglia LEP gather at NNDC's headquarters in Cromer for the signing

WHAT YOU WILL SEE

The sand placement part of the project will be the most visually striking element of the scheme.

During July and August 2019, sand will be dredged in licenced areas offshore and transported by ship to Bacton and Walcott.

The ship will be positioned offshore and the sand will be pumped through metal pipes on to the beach.

Six-metre wide bulldozers with global positioning will assist with moving the sand into place and engineer it precisely.

As it proceeds, the project will move from the North West end of the frontage – in front of the gas terminal – to the South East.

At the fastest pace, you will see up to 240 metres of new beach completed per day.

All dates are subject to change.

SAFETY

The safety of the public and contractors working on the project will be of paramount importance.

The sections of the beach where the project is under way will be closed to the public and explanatory signage will be in place.

It is safe for bulldozers to operate on this freshly-placed sand because of how their weight is spread, but it is not safe for the public to access the work areas.

After each section has been engineered, the sand will need to settle for a few days before it can be assessed, confirmed as safe and then reopened.

People and dogs must not enter the closed sections until they are reopened. Please also keep your dog on a lead when near the closed sections.

WHERE DOES THE SAND COME FROM

The sand will come from licenced offshore areas which are carefully assessed to ensure they have no negative impacts on the coastline. The sand will be precision dredged from the sea floor and transported to Bacton and Walcott by a new hi-tech ship called the Vox Amalia, a trailing suction hopper dredger.



A dredger and excavator similar to those which will be used during the Sandscaping scheme.



The purpose-built Vox Amalia, which will dredge and transport sand from licenced offshore areas

THE VOX AMALIA

The Vox Amalia was christened by Her Majesty Queen Maxima of the Netherlands in Rotterdam in December 2018.

The trailing suction hopper dredger has large, powerful pumps and engines that enable it to dredge sand, clay, sludge and gravel from sea or river beds.

The Vox Amalia is 158 metres long, 35 metres wide, highly fuel efficient and has a hopper capacity of 18,000 cubic metres.

The vessel will become a familiar sight during the Sandscaping project.

OUTFALL WORK

Outfalls remove rain and treated water from the gas terminal under permit. As part of the project, existing outfalls will be decommissioned and removed. A new single outfall will be constructed. This will happen in May and June, before the sand placement part of the project takes place.

EXTRA COMMUNITY BENEFITS

As part of the scheme, construction contractors Team Van Oord will be seeking to provide additional social value to the villages through a number of initiatives, including provision of an additional £25,000 towards North Norfolk District Council's established Big Society Fund and improvements to the Norfolk Coast Path. The Big Society Fund money will support projects in the villages of Paston, Bacton and Walcott.

ONGOING INFORMATION

North Norfolk District Council and partners are committed to providing updated information to the public as the scheme progresses using our website, our social media and news updates.

There will also be a mobile Team Van Oord information point placed in various key locations along the frontage during the project, with a Community Liaison Officer present. Please come and ask questions and find out more about this fascinating and ground-breaking scheme.

COME AND WATCH

Please come and visit the mobile information point when the sand nourishment is underway. The process will be a fascinating sight and is expected to attract a range of scientific research studies as well as boosting tourism to the area both during the scheme and after completion.

OUR COASTLINE

North Norfolk has a vibrant tourist economy which features a popular and sandy coastline.

The district, which plays an essential role in the UK energy industry, boasts towns and villages of various sizes and with varied characteristics.

For many thousands of years this coastline has been subject to beach and cliff erosion.

In more recent times the coast has been protected with timber, rock and concrete sea defences.

THE CHALLENGES

As the coastline changes, we are faced with complicated decisions about how and where to defend.

Economics, communities, the environment and physical geography all play a part in these decisions.

Full 'hard' defences along the entire coast are not an option because they are not affordable or sustainable and can make erosion worse.

Bacton Gas Terminal, which processes about one third of the UK's gas, needs to be protected against coastal erosion. The Shoreline Management Plan, which sets out how the coast is to be managed, states that protection of the terminal is only acceptable if it does not increase erosion at the neighbouring villages of Bacton and Walcott.

The defences at Bacton and Walcott are extremely exposed to the North Sea as the beach that forms part of the defence has eroded. This led to the development of the Sandscaping approach.

FINANCING

Estimated scheme costs are between £18 million and £19 million.

The protection of the terminal (approximately two thirds of the cost) will be funded by the Bacton Terminal Operators.

Government funds of approximately £5 million are being made available via the Environment Agency to help protect the villages.

North Norfolk District Council will contribute £0.5m.

A range of other contributions are listed on the NNDC website, including contributions from the villages.

The Bacton Terminal Operators have also been a driving contributor to the development and design of the scheme.

FURTHER INFORMATION

Visit www.north-norfolk.gov.uk/sandscaping



Indicative before and after images of Walcott seafront to show how the beach and defences will look once the scheme is complete