

Dawlish sea wall residents' update

The new sea wall takes shape



Left: Installation of wave recurve units, of which over half are now in place.

Right: Construction of the Town Gateway ramp is under way, beginning with the installation of concrete blocks.

Work on the new sea wall at Marine Parade has made significant progress over the past month. All of the 145 front-facing panels have now been installed, while well over half of the wave recurve units are also in place. Construction of the ramp at Town Gateway is also under way, beginning with the installation of pre-cast blocks that will make up the height of the ramp. These will then be backfilled with concrete, with the ramp placed on top.

Construction has been able to continue during the COVID-19 pandemic, with strict measures being implemented to ensure the safety of our workforce and the general public. Safety briefings have been conducted for all personnel on site, while 2m separation demarcations and segregated walkways have been put in place to help the construction team stick to the social distancing guidelines. The use of local suppliers has meant that we have still had access to the vast majority of construction materials needed for the project, and a local cleaner has been employed to carry out enhanced cleaning of the site offices. More information on this can be found in the FAQs on page 4.

The new wall in action

Recent images have shown that the new sea wall is already having a positive impact on the railway line. Footage captured by Dawlish Beach Cams (right) shows a significant reduction in wave overtopping where the wave recurve units have already been installed.

The wave recurves will be installed all the way along the wall, so the height of the waves seen to the left of the photo will also heavily decrease once the sea wall is completed.



Image courtesy of Beach Cams Man

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A £3m boost to the local economy



Part of the £3m boost includes the money spent on local labour, accommodation, restaurants and local shops

As part of our project, we are committed to using local businesses wherever possible. Figures released on 14 May confirmed that since our work on the sea wall began in June 2019, an additional £3m has been spent with local suppliers and business in the Dawlish and Teignbridge area.

By the time the first section of the new sea wall is completed in summer this year, we expect to spend a further £1.56m in south Devon on local labour, materials and accommodation bringing the total spend in the local economy to nearly £5m.

Based on the amount spent in Dawlish and the surrounding areas to support the construction of the first section of the new sea wall, it is estimated that a further £5m will be spent locally as part of the plans to complete the second section of the new sea wall.

Stuart Calvert, Network Rail's capital delivery director for Wales & Western, said: "I am delighted that we've spent nearly £5m with local suppliers and businesses in the Dawlish and Teignbridge area as a result of the first section of the new sea wall.

We are committed to continuing to support the local economy, particularly in these difficult times. The proposed second section, which would continue the new sea wall north-eastwards adjacent to the station, is likely to bring in another £5m to be spent locally with contractors, suppliers and accommodation providers. I know how vital this will be for many businesses struggling to cope with the impact of the coronavirus outbreak."



Work has been able to continue during the COVID-19 outbreak, giving a vital boost to local businesses throughout this period

Plans unveiled for section two of the Dawlish sea wall

On Friday 22 May, we released plans for the second section of the new sea wall. Proposals for this section – which runs for 415m between Coastguards and Colonnade breakwaters – were submitted to Teignbridge District Council, the Local Planning Authority, earlier this month.

As we are currently unable to hold face-to-face drop in sessions, we are endeavouring to engage with the community through various other methods. So far, we have sent factsheets to 1,939 households within a 500m radius of the proposed work site and used our social media pages to inform residents of the plans through video content and FAQs. Alongside this, we also held a conference call on Wednesday 3 June, where we talked through the plans and took questions from the public. A recording of the call is available to download from www.networkrail.co.uk/dawlishseawall2.



Artist's impression of the view from Dawlish station towards Marine Parade across the new link bridge

The plans include a new, taller sea wall incorporating a high-level public promenade; a new, accessible station footbridge with lifts; new pedestrian access to the beach and a new footbridge to link the section of the sea wall currently under construction at Marine Parade to the second section. The reconstruction of the timber, seaward platform at Dawlish station will also allow improved accessibility to make it easier for passengers to get on and off trains.

The new footbridge to the south of the station will provide a direct link onto the station platform and the new high-level promenade towards Coastguards. This footbridge will connect the two sections of the sea wall, creating one continuous path from Boat Cove to Coastguards breakwater.

Comments on our plans should be made to the Local Planning Authority, Teignbridge District Council.



Illustration showing link bridge between sections one and two of the new sea wall, and the stilling basin

Temporary Footbridge Closure

We will be closing the footbridge which connects Marine Parade to Coryton Cove from Monday 15 June until Friday 17 July. This will allow the construction team to safely construct the enhanced sea wall at the Boat Cove end of the site.

An alternative route to Coryton Cove and Boat Cove can be found by following the footpath over Lea Mount, and the public toilets at Boat Cove

will remain open during this period.

We apologise to everyone who uses the footpath to access Boat Cove and understand that having to take a longer route is inconvenient, but we appreciate your patience and understanding.

The construction team is working around the clock to reopen the promenade and beach to the public next month.

Questions?

How has work on the sea wall been able to continue during the Coronavirus emergency?

Our staff play a key role in improving the railway for passengers and freight for which this part of the network is vitally important, so our staff are following the Government and Industry's Site Operating Procedure to ensure the safety of the workforce and have implemented a number of safety measures.

The working methodology has been adapted to allow for 2m separation and hand sanitiser, gloves and masks are available on site. Individually packaged meals are delivered to the workforce to limit trips into the town centre, and assistance has been provided for personnel who have had to self isolate, e.g. shopping for them and carrying out daily wellbeing checks.



Why aren't you building a breakwater instead of the sea wall?

An offshore breakwater would need to be a similar height to the new sea wall to provide the resilience required, which would reduce the sea views from the town and the beach. A significant structure offshore would impact coastal morphology and may result in a detrimental effect on the local environment.

In addition, a new sea wall could also be required to give the 100 years' resilience because the breakwater could not be continuous for the full length of the seafront. It's also possible that rip tides could be generated, leaving the area unsafe for bathing.

Why are you often working through the night?

We continue to work around both tides, and the shift times have to reflect this. To speed up the construction process, work is being carried out through the night and will be for the remainder of the project. We are also working within possessions of the railway line which are mostly taken during the night when trains aren't running.

We endeavour to make sure as much of the noisier work as possible is carried out during the day and regularly send letters to notify nearby residents of the shift times.

Why is concrete being used rather than other materials?

The sea wall defences at Dawlish are being created with a 100-year lifespan and the materials have been selected to perform in this harsh coastal environment. The use of concrete has been selected as it is less susceptible to erosion than other materials.

Finishes in different textures and colours have been proposed to provide visual interest. Elements of natural stone surfacing are also being used, where feasible.

How can we get in touch with you?

In line with Government guidelines, the weekly community engagement sessions at Dawlish railway station will remain suspended until further notice.

There are still lots of ways to get in touch with us:

Call 03457 114141

E-mail southwestrrp@networkrail.co.uk

For news and updates follow the SouthWest Rail Resilience Programme's social media pages:

Facebook - <https://www.facebook.com/SouthWestRRP/>

Twitter - [Twitter.com/SouthWestRRP](https://twitter.com/SouthWestRRP)

More information and updates can be found at nr.co.uk/dawlishseawall