

## **1. PURPOSE**

- 1.1. The purpose of this document is to explain the contingency works that may be undertaken to stabilise any slip that develops in underwater slopes when works are undertaken to deepen Seaton Channel to -9.5m.
- 1.2. The Channel is part of the Seal Sands SSSI and from the channel mid-point southwards is within the Teesmouth & Cleveland Coast SPA.
- 1.3. Also to the south is a half tidal training wall.
- 1.4. This area is recognised as an area that has to be protected from any dredging activity which could interfere with ecology and any erosion of the intertidal area.
- 1.5. Able UK Ltd.'s proposed dredging within Seaton-on-Tees Channel has been designed in accordance with BS6349: Part 5: 1991.
- 1.6. Planning was consented by Hartlepool Borough Council on 13<sup>th</sup> November 2007 Planning Application (H2007/1543).

## **2. SEATON CHANNEL**

- 2.1. See attached plan number SC 01008G

## **3. BACKGROUND & HISTORY**

- 3.1. The Channel was originally widened and deepened by Laing's in the early 1970's to a depth of -6.5m and the width of up to 150m to allow large structures egress from the dry dock that is now part of Able Seaton Port.
- 3.2. The Channel is currently being maintained at up to 142m wide and at depths of up to -6.5mCD.

## **4. CONTINGENCY**

- 4.1. Prior to and throughout the dredging works the slopes will be monitored and soundings recorded. Within 7 working days of completion of dredging operations further soundings and a multibeam survey will be provided to the MMO to ascertain any movement of the slope.
  - 4.2. In order to record no movement after a settling time of two months the slopes and the Channel will be initially sounded and a multibeam survey conducted. Thereafter, at intervals of about six months, slopes will be sounded.
  - 4.3. N.B. The Port Authority sounds the channel on a monthly basis for navigational purposes and any substantial movement would be observed.
  - 4.4. We have liaised with the proposed dredging companies and the Port Authority's Hydrographic Dept. and they advise that the toe of the slope should not be engineered to cause a step owing to the composition of the material. The slopes will be ploughed smooth and flat using a plough.
  - 4.5. In the event that there was a local slippage of in-situ material during dredging, this would be stabilised by the deposition of underwater fill material adjacent to and over the area of the slip to create a stable slope using material of a greater density (in this case clay).
  - 4.6. If the underwater slope area failed and caused the area to extend beyond the tidal limit, which consists of sand and mud, in order to restore it to the right height and stabilize it, material of the same type would be deposited on the area and levelled out.
5. The dredger would remove material that had slipped into the channel.



**CONTINGENCY PLAN  
ABLE SEATON PORT  
Seaton Channel Dredging – Slope Failure**

**Date:  
2<sup>nd</sup> July 2014**

6. If in the event of any failure all Statuary Bodies would be notified within 24 hours - disclosing the precise location and area involved and the proposed remedy.
7. Prior to commencing any remedial works, consultation and permission would have to be obtained from the MMO.