

DESIGN – TECHNICAL NOTE

JBA Project Code 2014s1358
Contract Isle of Man Sea Defence Options
Client Department of Infrastructure, Isle of Man Government
Day, Date and Time 26/08/2014
Author Alec Dane
Subject Laxey Harbour – Option LH1 - Raised Harbour Walls



Project Title: Isle of Man Sea Defence Options			Sheet No: 1
Subject: Laxey Harbour – Option LH1 - Raised Harbour Walls			Calc No:
Job No: 2014s1358			Version:1.0
Developed By: Alec Dane	Date: 26/08/2014	Revised By: Alec Dane	Date: 09/12/2014
Checked By: Graham Kenn	Date: 09/12/2014	Approved By: Graham Kenn	Date: 10/12/2014

1 Aim

JBA have been commissioned by the Department of Infrastructure (DoI) to develop a number of technically viable solutions to address the still water level flooding in harbour environments and wave overtopping in open coast environments, at seven coastal sites across the Isle of Man.

This technical note covers the design assumptions, decision making process and methodology for the concept design of Option LH1, an option to raise the existing harbour walls in Laxey to prevent flooding of the hinterland.

The scope of works does not include a formal options appraisal process. However a high level Multi Criteria Analysis will be undertaken with input from key stakeholders to help determine which option best satisfies the project criteria. The option proposed has been developed based on technical feasibility, engineering judgement, environmental impact, cost and consideration of the long term vision and key criteria determined by the project stakeholders.

2 Assumptions

The following assumptions have been used during the development of the concept design.

2.1 Datum

All elevation and depth measurements presented in the conceptual design of defence options will be presented in Douglas02 datum.

2.2 Baseline conditions

The land surrounding Laxey Harbour is at risk of flooding. In order to design an option that efficiently reduces still water level flood risk, it is important to look at the baseline conditions.

Still Water Level (SWL) flooding occurs where the water level exceeds the defence crest level and water inundates the hinterland. Anecdotal evidence suggests that the flooding mechanism at Laxey is not solely the function of still water levels exceeding the defence crest level, but that waves are propagating through the harbour and that the combined still water level and wave height are overtopping the harbour walls. This design option will therefore seek to reduce the volume of flood water from the combined still water and wave height water level.

2.2.1 Existing defence geometry

The existing defences reflect a typical inner harbour environment. Quay walls situated at ground level throughout the harbour provide access to boat users while offering some level of protection against flooding.

DESIGN – TECHNICAL NOTE

JBA Project Code 2014s1358
 Contract Isle of Man Sea Defence Options
 Client Department of Infrastructure, Isle of Man Government
 Day, Date and Time 26/08/2014
 Author Alec Dane
 Subject Laxey Harbour – Option LH1 - Raised Harbour Walls

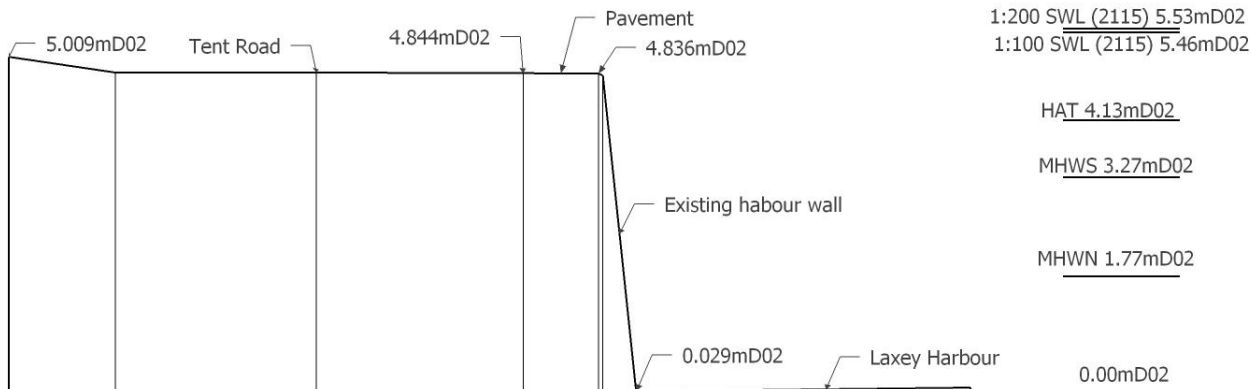


Figure 2-1: Existing section through Laxey Harbour

The existing defence geometry has been summarised in the table below:

Attribute	Dimension
Quay wall crest level	4.8mD02
Quay wall toe level	0.0mD02
Quay wall height	4.8m

Table 2-1: Existing defence geometry summary

2.2.2 Current still water level flood risk

Based on the predicted extreme water levels from the Environment Agency Coastal flood boundary conditions for UK mainland and islands project¹, the existing defences are offering a 1 in 100-year level of protection under the present day scenario and less than a 1 in 1-year level of protection in 100 years.

However, as stated above, waves are suggested to be able to propagate through the harbour and overtop the defences. Due to the complexities in modelling wave propagation in inner harbour environments, the wave conditions are not available for this design. The quoted standards of protections are therefore an overestimation due to the combined still water and wave height flood risk.

2.3 Design life and level of protection

The structure has been designed to achieve the following design standards:

- **Design life:** 100 years
- **Design storm event:** 1 in 200-year event (including climate change)

2.4 Climate change

By selecting a design life of 100 years, it is important to factor in the predicted effects of climate change.

Within UKCP09 estimates for sea level rise are provided under low, medium and high emissions scenarios. Within the three scenarios the estimate is further refined by 5th, 50th and 95th percentile confidence ratings. In simple terms this should be interpreted as the relative likelihood of the projected change being at, or less than, the given change. For this study it is proposed that the medium emissions scenario is considered and that the 95th percentile confidence rating is used. This gives a projected sea level rise of 650mm by the

¹ Coastal flood boundary conditions for UK mainland and islands, Project: SC060064/TR2: Design sea-levels. Environment Agency, Feb 2011.

DESIGN – TECHNICAL NOTE

JBA Project Code 2014s1358
 Contract Isle of Man Sea Defence Options
 Client Department of Infrastructure, Isle of Man Government
 Day, Date and Time 26/08/2014
 Author Alec Dane
 Subject Laxey Harbour – Option LH1 - Raised Harbour Walls



year 2115 for Laxey.

2.5 Hydrodynamic data

The hydrodynamic data, used to design the harbour defences to a 1 in 200-year standard of protection in 2115, has been sourced from the Environment Agency Coastal flood boundary conditions for UK mainland and islands project², which developed a consistent set of design sea levels for Scotland, England and Wales.

The extraction point used for this project is located at Port Erin. Other ports located around the Isle of Man have used the JBA Coastal flood boundary data model, to interpolate the values around the Isle of Man, based on Port Erin extreme water levels. Table 2.2 provides the estimate for high water extremes in Laxey, including sea level rise for the year 2115.

Table 2-2: Extreme Sea Levels in Laxey

Return Period (year)	mD02	Extreme Still Water Level in Laxey
1	2014	4.22
2		4.30
5		4.39
10		4.51
20		4.60
25		4.68
50		4.71
75		4.79
100		4.81
150		4.87
200		4.89
250		4.92
300		4.94
500		5.00
1,000	5.04	
10,000	5.29	
1	2115	4.86
2		4.95
5		5.04
10		5.16
20		5.24
25		5.33
50		5.35
75		5.43
100		5.46
150		5.51
200		5.53
250		5.56
300		5.58
500		5.64
1,000	5.69	
10,000	5.94	

2.6 Performance standards

For coastal defences, the performance standards can typically be split into two areas, the still water level performance and wave overtopping performance.

2.6.1 Performance standard 1 – still water level flood risk

The structure will be designed to prevent still water level flooding from the design storm event (1 in 200-year storm) in 2115 (including an allowance for climate change). The structure crest will therefore be

² Coastal flood boundary conditions for UK mainland and islands, Project: SC060064/TR2: Design sea-levels. Environment Agency, Feb 2011.

DESIGN – TECHNICAL NOTE



JBA Project Code	2014s1358
Contract	Isle of Man Sea Defence Options
Client	Department of Infrastructure, Isle of Man Government
Day, Date and Time	26/08/2014
Author	Alec Dane
Subject	Laxey Harbour – Option LH1 - Raised Harbour Walls

designed at this level plus an additional freeboard allowance (discussed below).

2.6.2 Performance standard 2 – wave overtopping risk

While wave overtopping is not a significant risk as the harbour is enclosed, there is anecdotal evidence of wave propagation through Laxey Harbour, which needs accounting for in the design of these walls. Numerical modelling of this process is inherently complex, and is considered to be outside the scope of this project. Should this option be taken forward to detailed design, it is suggested that detailed numerical and physical modelling of the wave climate within the harbour is undertaken to better quantify the wave heights for the design of the raised harbour walls. For the purpose of progressing concept design options, a freeboard allowance of 500mm on top of the extreme design sea level has been used to account for the wave set-up within the harbour.

2.7 Ground conditions

No geotechnical or ground condition information has been made available as part of this study. Therefore, all designs of defence structures have been progressed assuming poor ground conditions e.g. low bearing capacity. This should provide a conservative approach to the development of the concept design. The levels presented in the drawings represent finished defence levels, so would require consideration of potential settlement which would be taken into account during detailed design.

2.8 Structural design

A full structural design has not been included within this study as the scope of works did not include geotechnical investigation or analysis. All designs will be reviewed by a structural engineer to confirm that the design principles adopted are acceptable.

2.9 Existing defences

This option seeks to raise the flood defence crest level on top of the existing line of defence. This provides a technical risk, whereby the overall design life of the structure will be dictated by the current condition of the asset and the estimated residual life, rather than that of the newly designed defence. In these circumstances, the design will not conform to the target design life of 100 years.

For the purpose of progressing the concept design option, it is assumed that the existing quay wall will be maintained to preserve and improve the current condition of the asset for the length of the 100 year design life of the newly proposed superstructure.

2.10 Fluvial flood risk

The analysis of the fluvial flood risk has not been included as part of this commission. The defence option proposed does not seek to reduce the fluvial flood risk to a given performance standard.

2.11 Services information

No detailed services information was provided as part of this study and a services search is not included within the scope of works. However, the location of more critical services has been identified by DoI. These critical services were considered in the development of the concept design options. If the project progresses to outline and detailed design it will be essential that a full service plan is developed.

2.12 Environmental impact

This commission does not include any formal Environmental Impact Assessment or Landscape Visual Impact Assessment. If the project progresses to outline and detailed design, a more in depth study of the environmental impacts will be required.

2.13 Reinstatement and finish details

The development of landscape and architectural enhancements are outside the current project scope of works. It is assumed that following construction the surrounding area will be re-instated to a condition similar to the present. However, during the detailed design stage further architectural and landscape enhancements could be considered.

DESIGN – TECHNICAL NOTE

JBA Project Code 2014s1358
Contract Isle of Man Sea Defence Options
Client Department of Infrastructure, Isle of Man Government
Day, Date and Time 26/08/2014
Author Alec Dane
Subject Laxey Harbour – Option LH1 - Raised Harbour Walls



2.14 Contaminated land

No information regarding the location of areas of contaminated land has been provided as part of this commission. Therefore all design options have been developed with the assumption that none of the areas are subject to contaminated land constraints. An invasive contaminated land survey should be undertaken at all locations prior to detailed design to enable detailed assessment of suitable construction techniques and options for removal or re-use of excavated material.

To progress concept design options as part of this study the following have been assumed:

- No investigation of contamination issues at individual development sites; and
- Development flood defence options may require some contaminated land treatment depending on the result of the investigations.

2.15 Tie in details

Tie-in details between old and new defences have been considered at a conceptual level. The key consideration has been to develop an option that does not create an area of outflanking or weak point, where flood water can bypass the defences and flood the hinterland. Careful consideration of the joint between the existing and new defences will be required during the detailed design phase.

3 Standards, guidance & reference documents

All design assumptions have been developed using the following reference material:

- BS 6180 1999: Barriers in and about buildings, code of practice
- BS EN 6349-1-1:2013, Maritime works, General, Code of practise for planning and design.
- CIRIA (2010), The use of concrete in maritime engineering – a guide to good practise
- Cobb, F (2009), Structural Engineers Pocket Book (2nd Edition)
- DEFRA (2009) UK Climate Projections 09
- Environment Agency. (2010). Fluvial Design Guide.

4 Design development

The following provides a brief summary of how the key design elements were selected.

4.1 General form of defence

The design option can be split into two different wall types, both of which have been designed to:

- offer a 1 in 200-year standard of protection against a combined wave height and still water level;
- increase the defence freeboard on the existing line of defence; and
- reduce the total land take from the harbour community.

Wall type 1 is a reinforced concrete cantilever retaining wall, while Wall type 2 is a raised reinforced concrete cap placed on the existing wall.

DESIGN – TECHNICAL NOTE

JBA Project Code 2014s1358
Contract Isle of Man Sea Defence Options
Client Department of Infrastructure, Isle of Man Government
Day, Date and Time 26/08/2014
Author Alec Dane
Subject Laxey Harbour – Option LH1 - Raised Harbour Walls

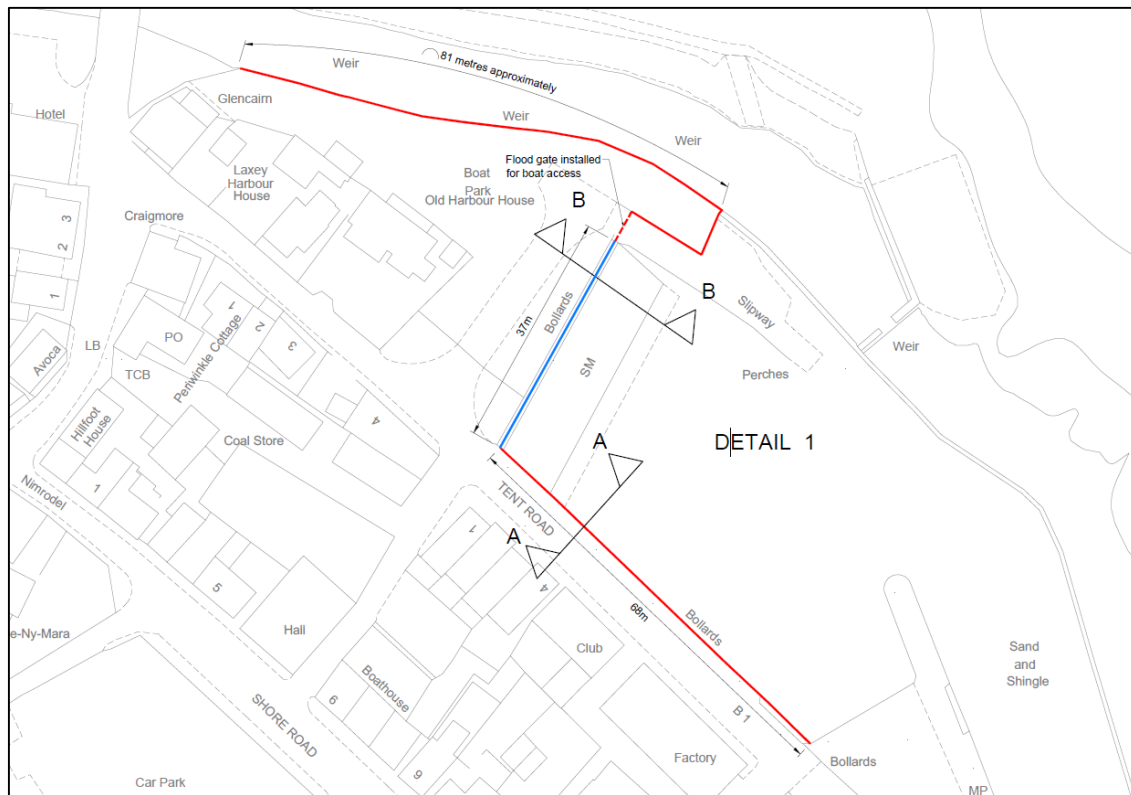


Figure 4-1: Location of Wall type 1 (cantilever retaining wall - red) and Wall type 2 (raised cap - blue)

4.1.1 Defence crest level

The defence crest level for both wall types are situated at 6.05mD02. This has been calculated using:

- 1 in 200-year still water level in 100 years time (including the effects of climate change) – 5.53mD02
- Freeboard allowance (allowing for a nominal 1m wave height within the harbour, explained in Section 2.6.2) – 500mm.

4.1.2 Wall type 1 - reinforced concrete cantilever harbour wall

Wall type 1 is primarily situated on the existing vertical harbour walls. Due to the unknown condition of the existing harbour walls, it is assumed that the structures are in poor condition. This means that tying the superstructure onto the quay walls will not be a suitable option to connect the new and old wall. Instead it is assumed that the wall will be placed on top of the existing defences and achieve its stability against sliding and overturning through a cantilever and base key.

4.1.2.1 Wall height and foundation cover

To aid in the constructability of the defence, a shallow foundation is proposed. This specifies a minimum cover of 300mm from the top of the foundation to ground level. This gives the wall a total height of 1810mm. The wall height above ground level is equal to 1210mm which is in compliance with BS 6180 for the minimum height of concrete barriers and handrails for horizontal guarding (1100mm).

The foundation cover is to be made of suitably compacted fill topped with a paved surface to be in keeping with the existing landscaping design.

DESIGN – TECHNICAL NOTE



JBA Project Code	2014s1358
Contract	Isle of Man Sea Defence Options
Client	Department of Infrastructure, Isle of Man Government
Day, Date and Time	26/08/2014
Author	Alec Dane
Subject	Laxey Harbour – Option LH1 - Raised Harbour Walls

4.1.2.2 Wall thickness and reinforcement cover

The wall thickness has been defined, allowing for 200mm wide reinforcement cage with a minimum 50mm concrete cover. This allows for a wall thickness of minimum 300mm.

4.1.2.3 Base slab dimensions

The cantilever base slab has been designed at a conceptual level to provide stability to the wall. This has been achieved through using rules of thumb (Cobb, 2009), considered acceptable for the structural design of concept walls:

- Base slab width 1H (for wall with no toe protrusion) = 1800mm
- Base slab thickness = stem thickness = 300mm

This design option does not provide allowance for a toe projection, due to the requirements to place the wall on the existing line of defence.

4.1.3 Wall type 2 – raised reinforced concrete cap

Wall type 2 is situated on a concrete ledge roughly 750mm above the ground level. This wall type has been designed to tie onto this ledge.

4.1.3.1 Wall height

To reach the required design level (6.05mAOD) the cap wall needs raising by 650mm. The wall height above ground level is equal to 1400mm which is in compliance with BS 6180 for the minimum height of concrete barriers and handrails for horizontal guarding (1100mm).

It is assumed that the structural capacity of the existing concrete wall is sufficient to withstand the loadings associated with the greater depths of water during storm conditions. During detailed design, ground investigations should be undertaken to identify the extent of the foundation of the existing concrete wall. If it is found that the base slab is insufficient to prevent sliding and overturning during the design storm conditions, the wall will need to be completely replaced.

4.1.3.2 Tie in to existing wall

The raised concrete cap will tie in to the existing wall through use of one 12mm diameter 500mm long stainless steel dowel bar located through the centre of the cap at 500mm centres. This has been estimated using engineering judgement, but should be considered in more depth during detailed design. The dowel bars should be sufficiently protected from the main reinforcement to avoid the interaction between the mild steel and stainless steel.

4.2 Structure reinforcement

The proposed new concrete walls will have a nominal 200mm wide steel reinforcement cage, this should be considered in more detail during the detailed design phase. The structural design of the proposed raised walls are beyond the scope of this study.

4.3 Concrete mix design

The concrete mix design should consider a number of factors, firstly issues associated with the heat of hydration and thermal cracking as detailed above should be investigated. Secondly, the type of exposure that the concrete is subjected to and its resistance to the ingress of chlorides which will cause corrosion to any reinforced elements must be assessed. The properties of the concrete for the raised harbour walls are suggested below based on guidance from EN 206-1:2000:

DESIGN – TECHNICAL NOTE



JBA Project Code	2014s1358
Contract	Isle of Man Sea Defence Options
Client	Department of Infrastructure, Isle of Man Government
Day, Date and Time	26/08/2014
Author	Alec Dane
Subject	Laxey Harbour – Option LH1 - Raised Harbour Walls

- **Density:** A typical concrete density of 2.4t/m³
- **Grade:** C40/C50
- **Exposure class:** XS3 for concrete in a tidal, splash and spray zone
- **Aggregate diameter:** 20-40mm selected in accordance with EN 12620:2002
- **Workability:** Slump class S2 (50-90mm)

However, this specification will be subject to modification during refinement in detailed design.

4.4 Placing wall type 1 on top of the existing quay wall

Wall type 1 specifies a 300mm foundation cover to the rear of the wall. To bed the wall below the existing ground levels, the structure will require the excavation of 600mm from the existing levels (300mm cover plus 300mm base slab depth). The quay wall will therefore need to be trimmed by 600mm to allow placement of the superstructure on top. This provides a technical risk and would require careful consideration should this option be taken forward to detail design.

4.5 Maintaining hydraulic impermeability

It is essential that the flow path between the old and new defences is cut off to prevent water infiltrating under the new defence. This will need to be considered in more detail during detailed design to ensure water cannot bypass the defence. The use of an expansion joint, grouted between the old and new defences may prove to be a viable option to eliminate the flow path.

4.6 Drainage

The design does not provide additional open drainage through the new structure, due to the need to provide a still water flood protection. If the existing highway drainage is insufficient to drain any surface water in the hinterland, flap valve drainage could be installed through the new raised walls.

4.7 Wall cladding

Additional cladding may be incorporated into the visible wall faces to keep the defences in-keeping with the surrounding environment. The use of different forms of cladding and capping kerbs will be explored in more detail during detailed design.

4.8 Tie in details

It is anticipated that the defences will tie in with the infrastructure so as to avoid creating a point of weakness. Where access is considered critical, demountable defences will be required to ensure the defence level is maintained while allowing normal usage during normal conditions.

4.9 Architectural enhancements

The new walls provide the opportunity to re-develop the harbour area, with more architectural enhancements, creating a more visually pleasing environment. This has not been considered during concept design, but the new walls could incorporate additional seating, material textures and forms, plant boxes and trees that could improve the current landscape.

4.10 Public safety

Public safety has formed a key consideration during the concept design development phase. The main risks associated with this option are the issues surrounding the future public usage of the structure. In providing a physical barrier between the public and the harbour, the risk of injury from accidents is reduced. However, the possibility for the public to climb onto and over the structure has been increased which poses a significant health and safety issue. The wall is situated at between 1200-1400mm above the promenade deck level which complies with the recommended guidance for minimum barrier height for horizontal guarding. However, the use of signage should be considered to warn members of the public of the risks associated with climbing on the quay wall.

For further information on all the risks considered, mitigated or reduced please refer to the Designers Hazard Inventory.

JBA Project Code	2014s1358
Contract	Isle of Man Sea Defence Options
Client	Department of Infrastructure, Isle of Man Government
Day, Date and Time	26/08/2014
Author	Alec Dane
Subject	Laxey Harbour – Option LH1 - Raised Harbour Walls



5 Technical risks summary

The following are considered to represent the key risks highlighted during the development of this concept design.

5.1 Unknown ground conditions

Due to the unknown ground conditions it is possible that the current design will require modification in order to achieve structural and geotechnical stability.

5.2 Integrity of the quay walls

Wall type 1 been designed to sit on top of the trimmed quay walls. Due to the unknown integrity of the existing walls, a conservative assumption has been taken which states that the wall will achieve structural stability from its mass and form and act independently from the existing walls. This eliminates the risks associated with tying the superstructure onto the quay wall.

Wall type 2 ties directly on to a concrete wall through use of a dowel bar connection. It is not known whether or not the existing wall will be structurally stable with the proposed design water level. Should ground investigations show that the foundation is insufficient, the wall will need replacing.

The integrity of the existing walls also represent a technical risk during construction. Care should be taken to minimise plant movements on the existing walls and limit excavations directly behind the walls.

In addition, the 100 year design life of the flood defence is dependent on the structural integrity of the quay walls. This design assumes that the quay walls will not be allowed to deteriorate further as this may undermine the newly proposed superstructure. It is recommended that a full asset inspection be undertaken prior to detailed design, to quantify the residual life of the structure and allow for the development of more tailored remediation measures.

5.2.1 Trimming quay walls

To found Wall type 1 below the existing ground levels, the design specifies removal of the top 600mm of the existing quay walls. If the wall is in a poor condition, this may not be a viable solution. The feasibility of this design and construction method should be explored in more detail during detailed design, where advice from a competent contractor would be beneficial.

5.3 Tie-ins with existing defence

It is essential that the design level is maintained throughout the harbour to prevent the development of a low point where water can bypass the defences. The tie-ins have been considered at a conceptual level but will require careful consideration during detailed design.

5.4 Maintaining hydraulic impermeability

Currently no flow path investigation has been completed to determine the potential route of water levels that exceed the connection between the new and old defences. The best method for maintaining hydraulic impermeability should be investigated during detailed design. The use of expansion joints and waterbars may provide a sufficient solution to mitigate this risk.

5.5 Fluvial flood risk

No analysis of the impacts of this scheme on fluvial flood risk has been undertaken as part of this study.

5.6 Access for mariners

Ladders are placed at 10m centres across the west of Laxey Harbour which enables mariners to access their boats. These ladders will become redundant by placing an additional raised wall on the quayside. To maintain access there are three possibilities. Their advantages and disadvantages are discussed in Table 5-1. Should this option be taken forward, the best method to facilitate public access to the harbour should be explored in more detail during the detailed design phase.

DESIGN – TECHNICAL NOTE

JBA Project Code 2014s1358
 Contract Isle of Man Sea Defence Options
 Client Department of Infrastructure, Isle of Man Government
 Day, Date and Time 26/08/2014
 Author Alec Dane
 Subject Laxey Harbour – Option LH1 - Raised Harbour Walls



Table 5-1: Possibilities to maintain public access to the harbour

Option	Advantages	Disadvantages
Place gaps in the wall with fittings for demountable barriers	- No increase in health and safety risk	- Technical risks associated with demountables and short design life - Performance of wall is reliant on demountables being deployed manually - Likely to be a costly solution
Place ladders over new wall	- Cheap - Maintains continuous line of defence preventing still water level flooding	- Greatly increase health and safety risk associated with using the ladders
Place concrete platforms at strategic locations to allow users to access ladders at ground level	- No increase in health and safety risk - Maintains continuous line of defence preventing still water level flooding	- Expensive - Concrete platform would have a significant footprint which may require the number of ladder access points to be reduced

5.7 Services

Limited services information has been provided as part of this study. If the project progresses to outline and detailed design it will be essential that a full service plan is developed.

5.8 Construction accessibility

Prior to the development of outline designs it would be advisable to appoint a construction contractor to provide constructability advice. Although the site is considered reasonably accessible it would be beneficial to confirm the proposed methods of construction and temporary works required.

5.9 Stakeholder requirements

A Multi Criteria Analysis was completed as part of this study to try and determine the key considerations of the project stakeholders. It is anticipated that during the course of a formal options appraisal project stage that more in depth stakeholder consultation will be completed. The results of which may lead to changes in the concept designs that have already been developed.

5.10 Environmental impacts

No formal Environmental Impact Assessment was completed during this project stage. It is anticipated that during the course of an options appraisal stage that an in depth assessment of the environmental impacts associated with all proposed options would be considered. This process may result in changes being made to the proposed designs.