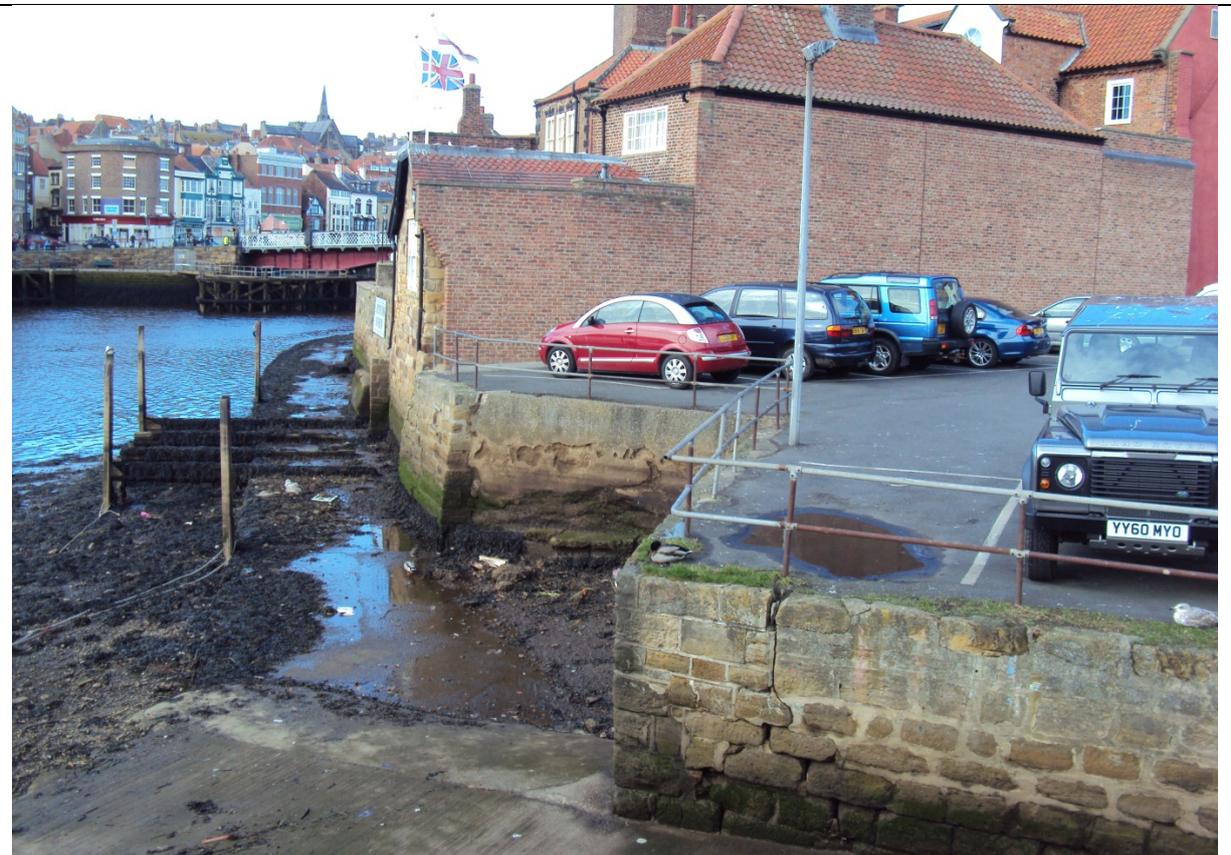


Appendix C – Photographs



Aerial photo of Whitby Harbour looking south-west. Historic Whitby Abbey ruins and St. Mary's Church are visible on cliff top at left of photograph, the 'old town' is on the east bank of the River Esk below the Abbey. The River Esk flows through the centre of the town forming the harbour. Church Street runs along the eastern bank of the River Esk.

Museum Car Park (Floodcell 2A – northern end of scheme)



Tie in at northern end of scheme – Captain Cook Museum. Phase 2 of the scheme in 2051 will involve constructing a floodwall around the edge of the Museum car park. Historic Swing Bridge is in the background of the photograph.



Museum car park is on the left of the slipway, Church Street car park is to the right of the slipway. The slipway forms the main flow route into Floodcell 2A.

Church Street Car Park (Floodcell 2A and Floodcell 2B)



View of Church Street car park looking south. Jetties and the Fleece Inn are visible at the end of the car park. This area is within Floodcell 2B.



Landward end of jetty in Church Street car park will be raised 300mm and the access ramp adjusted and extended.



Church Street car park looking north.

The Fleece Inn (Floodcell 2B)



Back of the Fleece Inn showing the beer garden. Property level protection (flood proofing measures) will be installed to the back of the pub (e.g. doors) to prevent water flowing through the pub and onto the highway.

Seamans' Hospital Garden (Floodcell 2B)



Seamans' Hospital Gardens including the two summer houses which will need to be raised. Existing brick wall will be demolished, and bricks recycled to clad the new higher floodwall (along same alignment as existing).



Seamans' Hospital Gardens from Church Street, looking north towards the Fleece Inn.

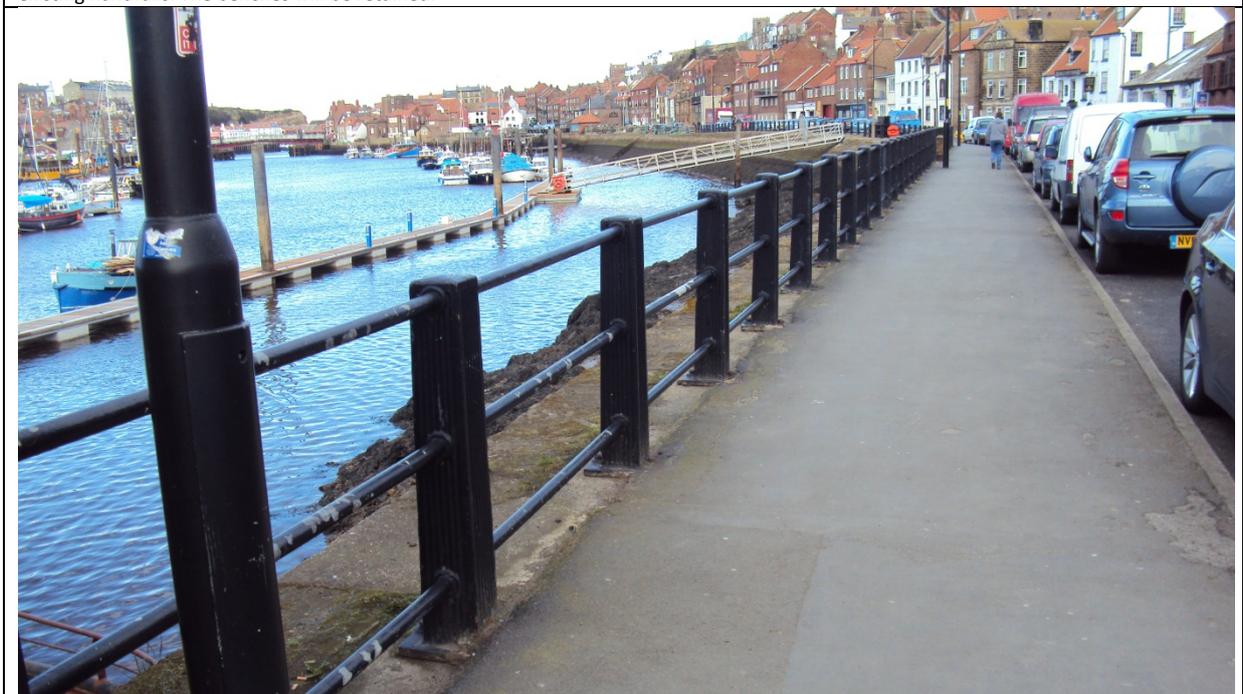


Southern end of Seamans' Hospital Gardens and start of the Church Street main floodwall location. Access steps for fishermen who use the quay to store their lobster pots will be constructed over the wall adjacent to the existing end brick wall of the gardens.

Church Street (Floodcell 2B)



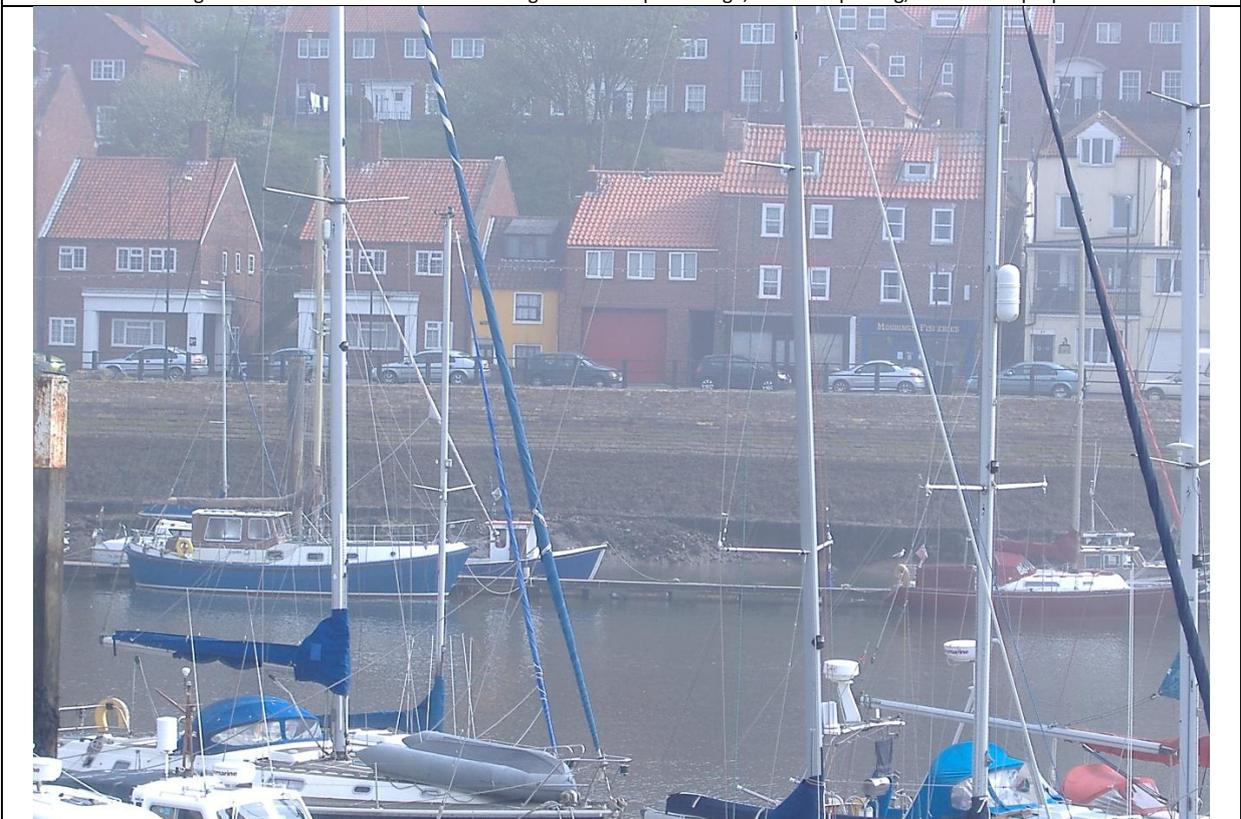
Church Street looking south, from northern end adjacent to Seaman's Hospital Gardens. New floodwall will follow the alignment of the existing handrails. The benches will be retained.



Church Street looking north, from southern end close to Eskside Wharf. New floodwall will follow the alignment of the handrails. A floodgate will be required at the access to the jetty. Continuous on-street parking is available along the quay-ward side of Church Street and is heavily utilised.



Church Street looking north towards the Fleece Inn showing the lobster pot storage, on-street parking, and historic properties.



View of Church Street from across the harbour. New floodwall would replace the existing handrails, and vary in height from 0.58m to 1.29m (existing handrails are 1.1m high).



View along the quay wall looking south along Church Street. Fishermen use the top of the quay up to the handrails to store lobster pots.



Penny Hedge plaque which will be reinstated on the new floodwall in the same location. This will be adjacent to a new floodgate to allow access to the Penny Hedge site on the foreshore.

Eskside Wharf (Floodcell 2B – southern end of scheme)



View of Eskside Wharf from across the harbour. Eskside Wharf has a sheet piled quay wall and is a boat building yard. Phase 2 of the scheme would require the floodwall to be extended around the back of Eskside Wharf to prevent outflanking as sea level rises due to climate change.



Junction of Church Street masonry quay wall with Eskside Wharf sheet piled quay wall, showing current difference in height. Top of Eskside Wharf sheet piles capping beam is equivalent to the 1 in 100 year event water levels (1% annual probability).

