



## **January progress report**

In January the full scope of the work on the Kustwerk Katwijk coastal work project could be seen, with the dyke growing by many metres each day and dozens of lorries supplying all the materials along the construction road. By the end of January construction of the dyke was nearing completion. Now, in mid-February, the dyke is complete. We have now started constructing the dunes in the south. The sand is being bulldozed into place and Marram grass has been scheduled to be planted. The dunes here are now lower than they were before. The first permanent beach entrance has been constructed with a temporary link to the boulevard. In February the other southern beach entrances will be prepared, including the permanent links to the boulevard.

### **Changes to parking spaces**

The first portion of the dyke (southern side) will soon disappear under a layer of sand. But first, the pipe sleeves will be laid for the public utilities of the pavilion operators and other users. A pipe sleeve is a hollow tube that is used to route cables and pipes. The main track of the cables and pipes is on the beach on the sea side of the dyke. To be able to install the pipe sleeves near the boulevard, the garages on the square between the restaurants De Zwaan and 't Zeepaviljoen will be demolished and the above-mentioned parking spaces will be removed from the boulevard. To compensate for the parking spaces lost, temporary public parking spaces are being built on Schaakplein (the square north of De Zwaan, across from the site hut). The entrance to this car park is located on Strandweg.

The pipe sleeves are buried beneath the boulevard at three sites. Temporary transformers have been installed in the dunes.

During the work the Zeehos tunnel was exposed for a short time. Ultimately, the location will be visible, but the tunnel itself will not.

### **Rainbows**

Since early this year, two ships and two sinkers have been delivering supplies. At the end of the month, a third ship was even added. This ship creates a lovely view, because the foreshore replenishment is carried out by means of 'rainbowing' (the ship sprays a mixture of sand and water through the air, which often creates a rainbow effect).

### **Drainage canal**

The drainage canal is now the scene of a great deal of activity. In January the temporary bypass canal was dug out and a sand wall was constructed on the southern side of the drainage canal. In this way the work on the breakwaters can be carried out without being delayed by the tides. The sand which comes available on the sea side is sifted in a temporary archaeological depot on the beach so that any archaeological finds can be documented.

On 29 January, the digging work on the temporary bypass canal caused quite a bit of commotion, when one of the cranes dug up a sea mine. Under the supervision of the Explosive Ordnance Disposal Unit, the mine was detonated on the Noorderstrand beach. It was a World War II sea mine that was 80 centimetres in diameter and still contained 300 kilograms of explosive. Mines placed in the sea were used to blow up ships. This sea mine was a 'coincidental find': the area was inspected and no further explosives were discovered. Work could be resumed the following day.