

Harbours Committee

16th March 2022

Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

For Review and Consultation

Local Councillor(s): ALL

Executive Director: J Sellgren, Executive Director of Place

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Report Status: Public

Brief Summary:

The purpose of this report is to provide an update and consult with Harbours Committee on the Flood and Coastal Erosion Risk Management (FCERM) engineering activities being undertaken within all three Dorset Council Harbours.

Recommendation:

Review report and comment upon progress of current activities.

Reason for Recommendation:

Update and consult with Harbours Committee.

1. Report

1.1 Lyme Regis Harbour

(a) Dredging

Current in-year works are intended to be complete by May 2022. This will follow the same methodology as previous years' operations.

Due to the current lead-time of acquiring consent and licences, APBmer was appointed to consult on and manage the licensing application for next year's dredging. The license is expected to be granted by the end of

2022. Parallel to this process, FCERM engineers are in negotiation with possible contractors.

(b) Inspections

Annual inspections completed October 2021. Scheduled for late Summer/early Autumn 2022.

(c) Repairs

We are continuing to monitor The Cobb structure and repair the surface as necessary.

(d) Lyme Regis Environmental Improvement Scheme Phase 5

The project team is now focused upon applying for and obtaining flood defence grant-in-aid from DEFRA and we have recently developed a business case to apply for funding. FCERM Engineers intend to seek cabinet approval for the business case in April 2022, and Environment Agency assurance in May 2022.

Key Milestones:

Task	Programme
Outline Business Case	Autumn 2021 to May 2022
Stakeholder engagement	Spring 2022 – end of works
Permits and Licences determination	Spring 2022 onward
Proposed Construction start	Autumn 2023

1.2 West Bay Harbour

(a) Dredging

Current in-year works are intended to be complete by May 2022. Pending final agreement by Natural England, this will follow the same methodology as previous years' operations.

Due to the current lead-time of acquiring consent and licences, APBmer was appointed to consult on and manage the licensing application for next year's dredging. The license is expected to be granted by the end of 2022. Parallel to this process, FCERM engineers are in negotiation with possible contractors.

(b) Inspections

Annual inspections completed October 2021. Scheduled for late Summer/early Autumn 2022.

(c) Repairs

Specialist consultants PCRM Consultancy carried out a condition assessment of the eastern basin walls/walkways in May 2021. Their report

made several recommendations regarding possible remediation works to the walls and further site investigations required to help inform future design work. The site investigation work was carried out November 2021 and involved excavating trial pits in the footpath behind the walls, CCTV drainage and installing further monitoring points. Some concrete bags were also placed in the void under one of the walls and some of the trip hazards were also repaired during this work.

The site investigation report has recently been received and along with the earlier condition assessment report, pre-existing structural and geotechnical information, can all be used to inform the design process. Given the need for repairs, procurement routes for the design and any construction works are being considered. In the meantime, the walls continue to be monitored.

1.3 Weymouth Harbour

(a) Dredging

A maintain dredge to the harbour approaches and commercial berth 1 is to be carried out at the end of March 2022. The works will maintain a safe navigable channel and reduce the risk of vessels coming aground near the pleasure pier.

(b) Inspections

Annual inspections completed October 2021. Scheduled for late Summer/early Autumn 2022.

(c) Weymouth Flood & Coastal Risk Management Scheme Phase 1

The strategic outline case (SOC) for the scheme gained Council Cabinet approval in June 2021 and Environment Agency (EA) assurance in September 2021.

FCERM Engineers are now developing the Outline Business Case (OBC). The OBC will also require the approval of council cabinet and the EA and we have been working closely with them to deliver this.

Key Milestones

Task	Programme
Stakeholder engagement	March 2021 - end of works
Permits and Licences determination	Spring 2023 - Spring 2024
Outline Business Case	Spring 2022 - Summer 2023
Design period	Summer 2023 - Spring 2024
Proposed Construction start	Winter 2024

(d) **Harbour Wall C (Slipway Nothe Parade)**

Works are progressing well with the jetty structure at Nelson's Wharf now demolished and works to repair defects and paint the wall are underway. No further disruption is expected for either pedestrians or vehicles.

Key Milestones

Task	Programme
Stakeholder Engagement	October 2020 – end of works
Permits and Licences determination	May – November 2021
Construction Works	January 2022 - March 2022

(e) **Harbour Walls E&9 Repair (Peninsula)**

Construction works are underway with repairs to a 100m section at wall 9 nearly complete. Works to repair all 145m of wall 9 are programmed to be completed by the end of March 2022. Continuing works at wall E are under discussion due to the recent delay to the Weymouth Quay Regeneration Scheme caused by unforeseen circumstances with a contractor.

Key Milestones

Task	Programme
Stakeholder Engagement	November 2020 – end of works
Permits and Licences	December 2020 - November 2021
Construction Works	November 2021– March 2022

(f) **Harbour Walls F&G (Peninsula)**

Risk Management measures have now been in place since June 2021, and they include a 5m exclusion zone for pedestrians and 10m for vehicles and weekly inspections of the capping beam, footpath and car park surface.

FCERM Engineers, supported by consulting engineers, have been monitoring and inspecting the walls to facilitate the required replacement scheme. Design of the scheme is due to begin in March 2022.

(g) **Weymouth Strategic Flood Risk Assessment (SFRA) Level 2**

Contributing to the development of the Dorset Local Plan that involves modelling all sources of flooding within Weymouth, including areas surrounding the harbour.

The SFRA modelling has been commissioned with specialist consultants and we are holding regular progress meetings. We currently have some delays in data provision from 3rd party organisations which we are currently challenging and expect to be resolved shortly.

1.4 Portland Harbour

(a) Portland Harbour North West Shoreline

FCERM engineers have procured the services of a specialist geotechnical engineering consultancy to support development of a cliff monitoring plan and installation of monitoring equipment. Installation of the equipment will commence this Spring.

Key Milestones

Task	Programme
Cliff Monitoring Plan development	February 2022
Monitoring equipment installation	Spring 2022
Cliff inspection updates	Annually until 2026
Cliff Management Strategy	Winter 2026

2. Financial Implications

- 2.1 There are no financial implications arising from this report. All activities described are within allotted budgets.

3. Climate Implications

- 3.1 The regular maintenance and repair to engineering assets is beneficial to their remaining life expectancy and therefore has a lower impact upon the climate than replacement schemes.

Where future replacement schemes are required, the climate impact will be described in more detail within the cabinet paper for the respective scheme.

4. Well-being and Health Implications

- 4.1 Repair and renewal of harbour infrastructure aids commercial and recreational activity that is both marine and land-based.

5. Other Implications

- 5.1 The regular maintenance and repair to engineering assets is beneficial to their remaining life expectancy and therefore is a sustainable approach to the management of engineering assets.

Where future replacement schemes are required, the impact upon sustainability will be described in more detail within the committee paper for the respective scheme.

6. Risk Assessment

- 6.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

7. Equalities Impact Assessment

- 7.1 An EQiA is completed for all relevant engineering work that may impact upon people. Therefore, an EQiA was not completed for this committee paper. This approach was agreed with a council equalities officer.

8. Appendices

- 8.1 Weymouth Harbour Wall Locations Sept 2021

9. Background Papers

None.