

Harbours Committee

15th June 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

FCERM Engineers have secured dredging contracts for this year and works are set to start on Monday 6th June 2022. Heavy plant will be present on the beach from Monday 13th June to carry out beach recycling down to Mean Low Water Springs (MLWS). Dredging of the outer harbour and harbour entrance is expected to be complete by Friday 24th June, however this is dependent on progress in West Bay and weather conditions.

(b) **Inspections**

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 (FDGiA) from DEFRA and we have recently developed a business case to apply for funding.

Cabinet approved the FDGiA Outline Business Case bid in April 2022 and it has now been submitted to the Environment Agency assurance board in May 2022 for approval. This should be finalised in June 2022.

Key Milestones:

Task	Programme
Outline Business Case	May 2022
FDGiA funding Approved	June 2022
Stakeholder engagement	Spring 2022 – end of works
Permits and Licences determination	Summer 2022 onward
Proposed Construction start	Autumn 2023

1.2 **West Bay Harbour**

(a) **Dredging**

Current in-year works are intended to be complete by early June 2022. The contractor mobilised to site on the 17th May and should be completed by the 1st June. This is a flexible end date due to the uncertainty with weather conditions.

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**

Scheduled for late Summer/early Autumn 2022.

(c) **Repairs**

Condition assessment and site investigation work was carried out of the eastern basin walls/walkways by specialist consultants PCRMC Consultancy. Given the need for repairs, procurement routes for the

design and construction works are being considered and a Statement of Requirement was recently produced for the appointment of a design consultant to take this project forward and start looking into the repair options. In the meantime, the walls continue to be monitored by engineers.

1.3 Weymouth Harbour

(a) Dredging

A maintain dredge to the harbour approaches and commercial berth 1 has been completed by a local contractor. The works continue to maintain a safe navigable channel and reduce the risk of vessels coming aground near the pleasure pier.

Annual dredging in this location is planned to maintain the design depths.

(b) Inspections

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)

Construction work at wall C has now finished. A few minor defects have been discovered and will be addressed in the coming months.

Key Milestones

Task	Programme
Stakeholder Engagement	October 2020 – end of works
Construction Works	January 2022 - March 2022

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

Construction works to the 145m wall 9 have now been completed and we have entered the defects period. The wall is now a working berth with a design life of at least 20 years.

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 – end of works
Wall 9 Construction Works	November 2021– March 2022
Wall E Construction Works	TBC

(f) Harbour Walls F&G (Peninsula)

Risk Management measures are in place since June 2021, which includes vehicle and pedestrian exclusion zones. Engineers, supported by consulting engineers, have been monitoring and inspecting the walls to facilitate the required replacement scheme.

FCERM is in the process of procuring consulting engineers to develop a suitable design. The consultants have been provided with a scope of services and will submit a quote by 15 June. Design of the scheme is due to begin in July 2022.

FCERM engineers are also in contact with Natural England (NE) to gain advice on the potential mitigation measures required for such a scheme.

(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. Progress is currently on schedule.

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.

The Ground Investigations Plan was completed by the specialist geotechnical engineering consultant in Spring 2022. Specialist contractors are in the process of being appointed with installation of the equipment intending to commence this early Summer.

Key Milestones

Task	Programme
Monitoring equipment installation	June 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 Map

9. **Background Papers**

None.