

# Harbours Advisory Committee

6 March 2024

## Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

### For Review and Consultation

**Portfolio Holder:** Cllr R Bryan, Highways, Travel and Environment

**Local Councillor(s):** All

**Executive Director:** Jan Britton, Executive Lead for 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 Advisory Committee.

#### 1. Report

##### Bridport Harbour (West Bay)

##### (a) Dredging

Dredging for both West Bay and Lyme Regis are undertaken as a single dredging operation. Dredging operations have been procured and the contractor mobilised Tuesday 13 February. However, currently the weather

is delaying the lowering and deployment of the barge. The team is hopeful that this will not last beyond the Friday 16<sup>th</sup> February and is still aiming to be finished by Easter weekend.

**(b) Inspections and Repairs**

Defects identified are taken up in the Coastal Risk team’s maintenance and repairs work list. Repair works are therefore prioritised as part of the overall repair needs, that are financed from the revenue budget.

Given revenue maintenance budget constraints, the Coastal Risk Team will need to be selective in doing repairs that are not direct results of storm or weather damage; until the winter season and associated risks have passed.

2024 scheduled inspections are due to take place during the summer months.

The temporary flood defence barriers were successfully deployed pre storm Ciaran (November 2023) and were effective at redirecting seawater during the storm. Post storm Ciaran, repairs were completed to concrete slabs on the Jurassic Pier in January 2024.

**(c) Harbour Wall A Works**

Harbour Wall ‘A’ is showing signs of settlement which is being monitored by the Coastal Risk Management Team. The necessary work has been assessed and preliminary cost estimates for budget planning purposes have been done. Works are already included within the council capital programme and a business case to access the funding has been submitted.

The table below gives an overview of the current preliminary programme.

<b>Task</b>	<b>Programme</b>
Design development and buildability	Spring – Autumn 2024
Site and ground investigations	Autumn 2024
Planning, Permits and Licences	Spring-Autumn 2024
Contractor procurement	Summer-Autumn 2024
Proposed Construction start	Winter 2024

The Coastal Risk Management project team are exploring options to combine the Wall A and Wall B works into a single construction project, to make use of any efficiencies that can be translated into savings.

**(d) Harbour Wall B Stabilisation & Repair**

Emergency construction works are set to start end February 2024. The entire construction project is undertaken in two phases. Phase I will last until Easter weekend and is aimed at stabilising the wall to defer the main

construction works until the end of the busy summer season. The kiosk area will also be made safe for public use.

Phase II will commence in October 2024 and will involve actual repair and refurbishment work to the wall. However, there is still a chance of wall failure, in which case Phase II would have to commence immediately. More will be known once the Phase I stabilisation work has been completed.

The project team has met with the kiosk owners, together with colleagues from the councils Property team, to discuss the works and its impacts.

We will engage and inform the wider public about the project, through the engagement element built into planning process, as well as communication updates as the project progresses.

The table below gives an overview of the preliminary programme.

Key Milestones:

<b>Task</b>	<b>Programme</b>
Stakeholder engagement	Ongoing
Design Development	Ongoing
Permits and Licences determination	Ongoing
Phase II Construction start	February 2024
Phase II Construction start	October 2024
Phase II Construction finish	March 2025

## 1.2 Lyme Regis Harbour

### (a) Dredging

Dredging for both West Bay and Lyme Regis are undertaken as a single dredging operation. Dredging operations have been procured and the contractor mobilised on Tuesday 13 February. However, currently the weather is delaying the lowering and deployment of the barge. The team is hopeful that this will not last beyond the Friday 16th February and is still aiming for finishing the work by Easter weekend.

### (b) Inspections and repairs

Defects identified are taken up in the Coastal Risk team's maintenance and repairs work list. Repair works are therefore prioritised as part of the overall repair needs, that are financed from the revenue budget.

Given revenue maintenance budget constraints, the Coastal Risk Team will need to be selective in doing repairs that are not direct results of storm or weather damage; until the winter season and associated risks have passed.

2024 scheduled inspections are due to take place during the summer months.

**(c) The Cobb Repairs.**

Following storm damage in March 2023, repairs have been undertaken and the structure is under continued monitoring. To mitigate the risk of storm damage this winter, an emergency response plan has been drafted and will be implemented if required. Currently, the structure is open to the public as usual.

In November 2023, Storm Ciaran caused minor damage to The Cobb, namely displacement of grout causing trip hazards. These defects have now been repaired.

A Coastal Risk Management engineering inspection along the seaward base of The Cobb Buildings has identified the supporting wall is in a poor condition. Specialist contractor advice was sought, and the Councils Property team are now managing this situation.

**(d) Lyme Regis Environmental Improvement Scheme Phase 5**

Engagement is ongoing with the public, stakeholders and commercial users, as well as final design progress and licensing applications. Discussions with statutory consultees such as Historic England, Natural England and the Marine Management Organisation are underway.

The project team are currently progressing discussions with potential funders with the intent to close the funding gap. In the meantime, investigations have been undertaken and design analysis is progressing with an intent to value-engineer the scheme and reduce its cost.

Construction is still scheduled to commence late summer 2025.

Key Milestones:

<b>Task</b>	<b>Programme</b>
Stakeholder engagement	Ongoing
Design Development	Feb 2023 – Spring 2024
Permits and Licences determination	Spring 2023 – Spring 2025
Proposed Construction start	Summer 2025

**1.3 Weymouth Harbour**

**(a) Dredging**

Nothing to note.

**(b) Inspections and repairs.**

Defects identified are taken up in the Coastal Risk team's maintenance and repairs work list. Repair works are therefore prioritised as part of the overall repair needs, that are financed from the revenue budget.

Given revenue maintenance budget constraints, the Coastal Risk Team will need to be selective in doing repairs that are not direct results of storm or weather damage; until the winter season and associated risks have passed.

2024 scheduled inspections are due to take place during the summer months.

Stone Pier surfacing repairs have been identified and are awaiting contractor availability to commence works. Replacement of missing grab rails and ladders to be discussed with harbour team and progressed. Along Wall 2, adjacent to the Nothe Café, a missing block has been identified and awaiting repair options/prices.

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

Awaiting confirmation for external funding approval to investigate the impacts of surface water flooding within the scheme area, after which baseline surface water modelling can commence. Baseline coastal modelling concluded, do-something modelling scope is under development. Geotechnical and groundwater assessments to commence shortly. The scope for beach recession modelling is under development. A high-level feasibility review of the proposed tidal barrier is underway.

The indication is that a substantial funding gap can be expected due to high construction costs, inflation, and funding eligibility. A review of the appraisal approach and preferred design options are underway to identify maximum grant funding benefit and efficiencies. A Partnership Funding Strategy to be developed to address the funding shortfall.

The table below gives an overview of the current project programme.

Key Milestones:

<b>Task</b>	<b>Programme</b>
Stakeholder engagement	Ongoing
Outline Business Case	Summer 2022 – Spring 2025
Design Development	Winter 2025/26 onwards
Construction Commencement	2028

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

The project is currently primarily funded from Levelling-Up Funding (LUF), and Dorset Council is responsible to contribute towards the project by covering the budget shortfall.

The poor condition of the structures requires urgent construction works. The project team is progressing planning, design and eventual construction at pace. This aligns with the spending requirements of the LUF Memorandum of Understanding.

The table below gives an overview of the current project programme.

Key Milestones:

<b>Task</b>	<b>Programme</b>
Stakeholder engagement	Ongoing
Permits and Licences determination	Summer 2023 - Summer 2024
Design period	January – May 2024
Proposed Construction start	July 2024

**(e) Harbour Wall 4 (North Quay)**

Construction work has commenced and is progressing well. Additional defects have been identified during construction and these will be resolved as part of the works.

The table below gives an overview of the current project programme.

Key Milestones:

<b>Task</b>	<b>Programme</b>
Stakeholder engagement	Ongoing
Proposed Construction Completion	End of March 2024

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

This provides the flood risk evidence for Weymouth in support of the development of the Dorset Local Plan and provides the base data for the FCERM Scheme OBC. The work has involved modelling all sources of flooding within Weymouth and around the harbour.

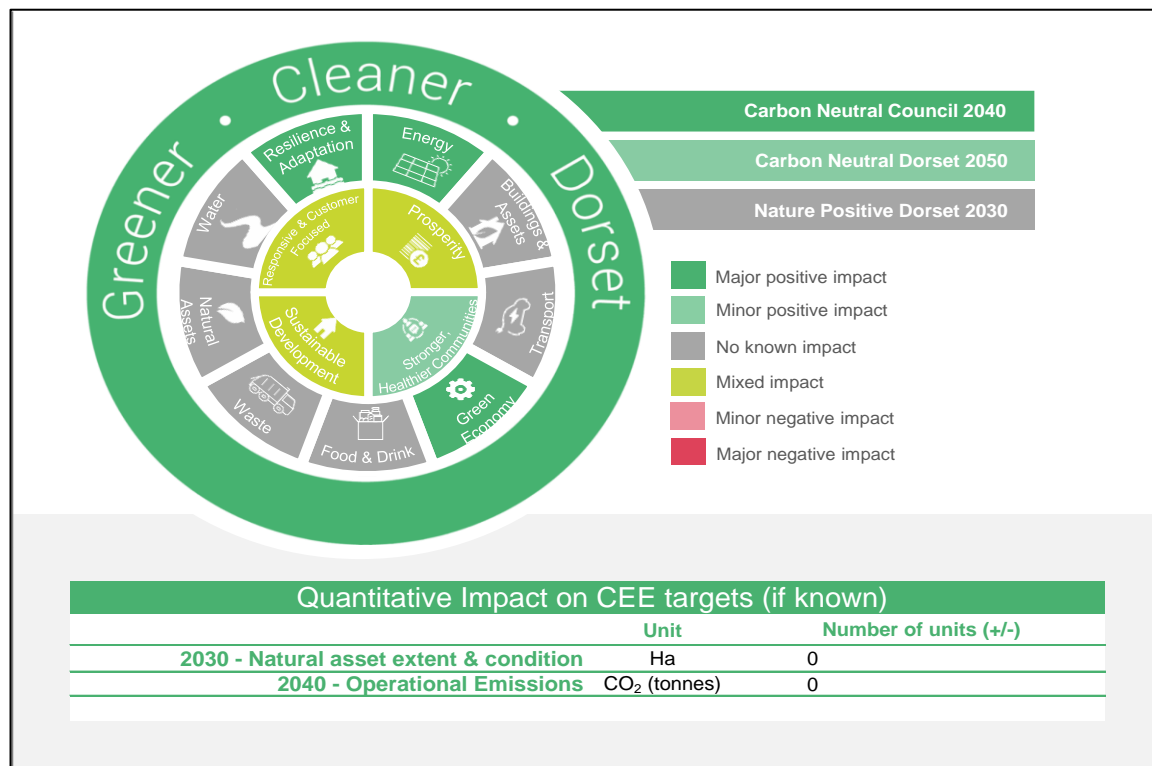
The EA have responded to the clarification sought by our Planning Policy team. This team is now preparing a briefing note on the report outcomes and looking to publish the Level 2 SFRA in the very near future. The Councils Flood Risk Management team have provided feedback on these documents and the refresh of the Weymouth specific Flood Risk Standing Advice. The EA are a major contributor to the latter due to the magnitude of Tidal and main River Wey flood risk.

## 2. Financial Implications

2.1 There are no financial implications arising from this report.

## 3. Natural Environment, Climate & Ecology Implications

3.1



3.2 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 or 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 Location Map
- 8.2 Bridport Harbour Walls A&B Location Map
- 8.3 Climate Decision Wheel Output

## **9 Background Papers**

None

## **10 Report Sign Off**

- 10.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Portfolio Holder(s)