

Harbours Advisory Committee

12 June 2024

Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

For Review and Consultation

Cabinet Member: Cllr J Andrews, Place Commissioned Service Choose an item.

Local Councillor(s): All

Executive Director: Jan Britton, Executive Lead for Place

Report Author: Matthew Penny
Job Title: Service Manager Flood & Coastal Erosion Risk Management
Tel: 01305 252290
Email: matthew.penny@dorsetcouncil.gov.uk

Report Status: Public Choose an item.

Brief Summary:

The purpose of this report is to provide an update and consult with Harbours Advisory 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 were completed before the Easter weekend but upon receipt of the post-dredge survey at Bridport Harbour, it was discovered that the dredge depth had not been achieved as previously thought. The Coastal Risk Management team and the Harbour team are in the process of discussing the matter with the contractor to return and complete dredging to an acceptable depth.

(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 urgent or a direct results of storm/weather damage; until the winter season and associated risks have passed.

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

(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 and funding approved.

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

| Task | Programme |
|-------------------------------------|------------------|
| Design development and buildability | Q2 – Q3 2024 |
| Site and ground investigations | Q4 2024 |
| Planning, Permits and Licences | Q2-Q4 2024 |
| Contractor procurement | Q4 2024 |
| Proposed Construction start | Q4 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

The construction project is undertaken in two phases. Emergency construction works aimed at stabilising the wall (Phase I) were completed

during February and March 2024, with kiosks opening before the Easter weekend. This approach aimed to defer the main construction works until the end of the busy summer 2024 season whilst enforcing a closure of the adjacent areas. The kiosk area will also be made safe for public use and monitored.

Phase II will commence in Q4 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.

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 the planning process, as well as communication updates as the project progresses.

The table below gives an overview of the preliminary programme.

Key Milestones:

| Task | Programme |
|------------------------------------|------------------|
| Stakeholder engagement | Ongoing |
| Design Development | Ongoing |
| Permits and Licences determination | Ongoing |
| Phase II Construction start | Q4 2024 |
| Phase II Construction finish | Q2 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 were completed at Lyme Regis by 3 March 2024 and the dredger was returned to Bridport to commence dredging there. Two failed attempts were made by the harbour team to remove chains from the summer pontoon area with hired equipment from Exeter, and unfortunately, dredging in this area was prevented. FCERM Engineers & the Harbour Master are investigating ways to mitigate the effect of silt build-up in the pontoon area.

(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/autumn 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 next winter, an emergency response plan has been drafted and will be implemented if required. Currently, the structure is open to the public as usual.

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 is being sought, and the Councils FCERM Engineers and Property team are working together to manage this situation.

(d) Lyme Regis Environmental Improvement Scheme Phase 5

Comprises of a civil engineering scheme to strengthen and stabilise The Cobb structure and deliver improvements to the utility services and surfacing. Currently there is a funding shortfall to deliver the scheme as described within the approved outline business case (2022).

Engagement is ongoing with the public, stakeholders and commercial users, as well as 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 scheduled to commence Autumn 2025.

Key Milestones:

| Task | Programme |
|------------------------------------|---------------------------|
| Stakeholder engagement | Ongoing |
| Design Development | Feb 2023 – Spring 2024 |
| Permits and Licences determination | Spring 2023 – Spring 2025 |
| Proposed Construction start | Autumn 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/autumn months.

Stone Pier surfacing repairs have been identified and are awaiting contractor availability to commence works. Small void repair to Stone Pier wall at the foreshore of shingle beach on the Southern side, currently working for completion before summer school holidays pending contractor availability. 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**

Confirmation received for approval of Local Levy funding to investigate the impacts of surface water flooding within the scheme area. Baseline surface water modelling and beach recession modelling commenced. The geotechnical and hydrogeological assessments are being progressed. A high-level review of the viability of the proposed tidal barrier is underway.

The latest indication is that a substantial funding gap can be expected due to high construction costs, inflation, and FDGiA 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 is under development to address the funding shortfall.

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

Key Milestones:

| Task | Programme |
|------------------------|------------------|
| Stakeholder engagement | Ongoing |

| | |
|---------------------------|---------------------------|
| Outline Business Case | Summer 2022 – Winter 2025 |
| Design Development | Summer 2026 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:

| Task | Programme |
|------------------------------------|---------------------------|
| 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. One of the defects resulted in a partial collapse of a section of wall and the required remedial work will result in the project only being completed in July 2024

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

Key Milestones:

| Task | Programme |
|----------------------------------|------------------|
| Stakeholder engagement | Ongoing |
| Proposed Construction Completion | End of July 2024 |

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

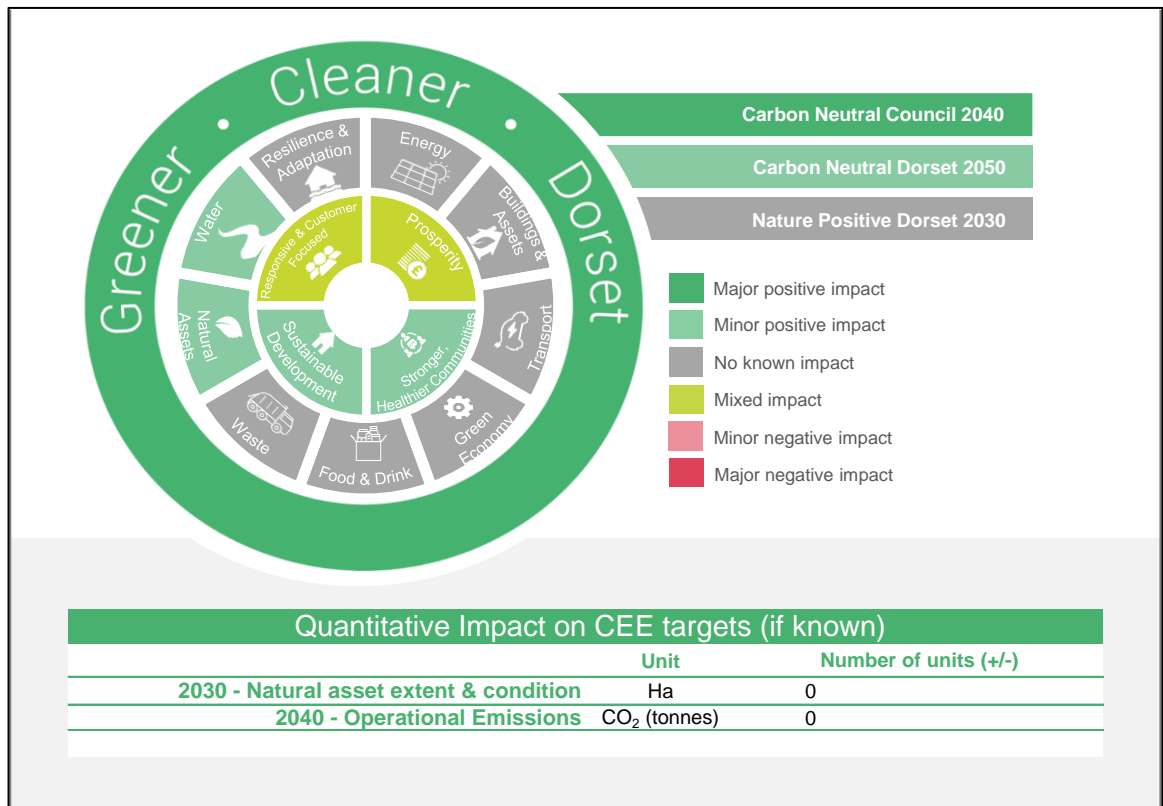
This provides the flood risk evidence for Weymouth in support of the development of the Dorset Local Plan and provides the base data for the FCERM Scheme OBC. The work has involved modelling all sources of flooding within Weymouth and around the harbour. The Planning Policy team has now completed and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

2. Financial Implications

2.1 This report provides an update of flood and coastal erosion risk work relevant to Dorset Council's harbours. Financial implications for delivery are managed through financial procedures outlined in the Council's constitution as projects are developed and delivered. For the Harbours Advisory Committee, 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 Cabinet Member(s)

