

Harbours Advisory Committee

4 December 2024

Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

For Review and Consultation

Cabinet Member and Portfolio:

Cllr J Andrews, Place Services

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.

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. The FCERM team will support the Harbours team deliver the necessary operations.

(b) **Inspections and Repairs**

Defects identified are taken up in the Coastal Risk team's maintenance and repairs work list. Repair works are 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 result of storm/weather damage; until the winter season and associated risks have passed. Health & Safety repairs will take priority within the current repair programme.

2024 scheduled inspections are completed for the Harbour no new significant defects identified, the Asset Management system is now being used to consolidate the defects and reports are due in December 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 and funding approved.

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 project steering group have met and considered the best and most cost-effective design options for the repair and refurbishment work to the harbour wall. The design team are now taking the forward the chosen repair options which will extend the life of the wall by approximately 30 years.

In the meantime, monitoring continues and there is an emergency plan being developed in case of further substantial movement of the wall.

However, there is still a risk of wall failure, in which case Phase II construction would have to commence earlier.

The project team has met with the kiosk owners during Phase I, together with colleagues from the councils Property team, to discuss the works and its impacts. This will continue during Phase II. We will also engage and inform the wider public about the project, through the engagement element built into planning process.

1.2 **Lyme Regis Harbour**

(a) **Dredging**

Dredging for both West Bay and Lyme Regis are undertaken as a single dredging operation. The FCERM team will support the Harbours team deliver the necessary operations.

(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. Health & Safety repairs will take priority within the current repair programme.

2024 scheduled inspections have been completed and no additional significant defects have been identified. All defects have been logged and condition reports are due in December 2024.

(c) **The Cobb Repairs.**

A coastal risk management engineering inspection along the seaward base of the Cobb Buildings identified that the supporting wall was in poor condition. Specialist consultant attended the site during the summer, recommendations include minor grout works and infilling of voids in the lower section of the seaward wall, alongside monitoring around the toilet block section.

In September 2024, a local historic building conservator assessed and quoted for the works, but due to the expense associated with the heritage specialism of the works, the cost was greater than the available budget.

As of November 2024, works are currently paused due to lack of revenue-based funding available within the current budget, visual monitoring is being undertaken to keep track of changes to the structure post storm, until funding, or efficiencies on the methodology, are identified.

The Council's 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 surfaces. Currently, there is a funding shortfall to deliver the scheme.

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. Design analysis is progressing with an intent to value-engineer the scheme and reduce its cost. Construction is scheduled to commence Spring 2026.

Key Milestones:

Task	Programme
Stakeholder engagement	Ongoing
Design Development	Present – Spring 2025
Permits and Licences determination	Present – Spring 2026
Proposed Construction start	Spring 2026

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. Health & Safety repairs will take priority within the current repair programme.

2024 scheduled inspections are 80% complete with full completion by the end of year. A new Asset Management system has been implemented for this year's inspections and is working well.

Small void repair to Stone Pier wall at the foreshore of shingle beach on Southern side was completed late September. Replacement of missing grab rails and ladders will be discussed during/following this year’s inspections, as a boat will be required again. Wall 2, adjacent to the Nothe Café, missing/damaged block is awaiting funding from FCERM revenue budget before programming options, decision on this by December 2024.

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

Preferred Harbour options are being reviewed. Tidal Barrier Assessment report issued for internal review. Beach modelling is being finalised after which the Esplanade optioneering review will proceed.

Baseline Surface Water modelling is being progressed. Terms of Reference being finalised for establishment of a Surface Water Working Group which will have representation from all the relevant Risk Management Authorities.

Economics re-appraisal is underway as the problem definition and preferred design options are being developed. Partnership Funding approach are being progressed. Funding bid pre-submission consultation underway with the Environment Agency.

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 the tender stage of the project. 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	Mid to late September 2024
Permits and Licences determination	Summer 2023 - Summer 2024
Design period	January – September 2024
Proposed Construction start	Winter - Spring 2025

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

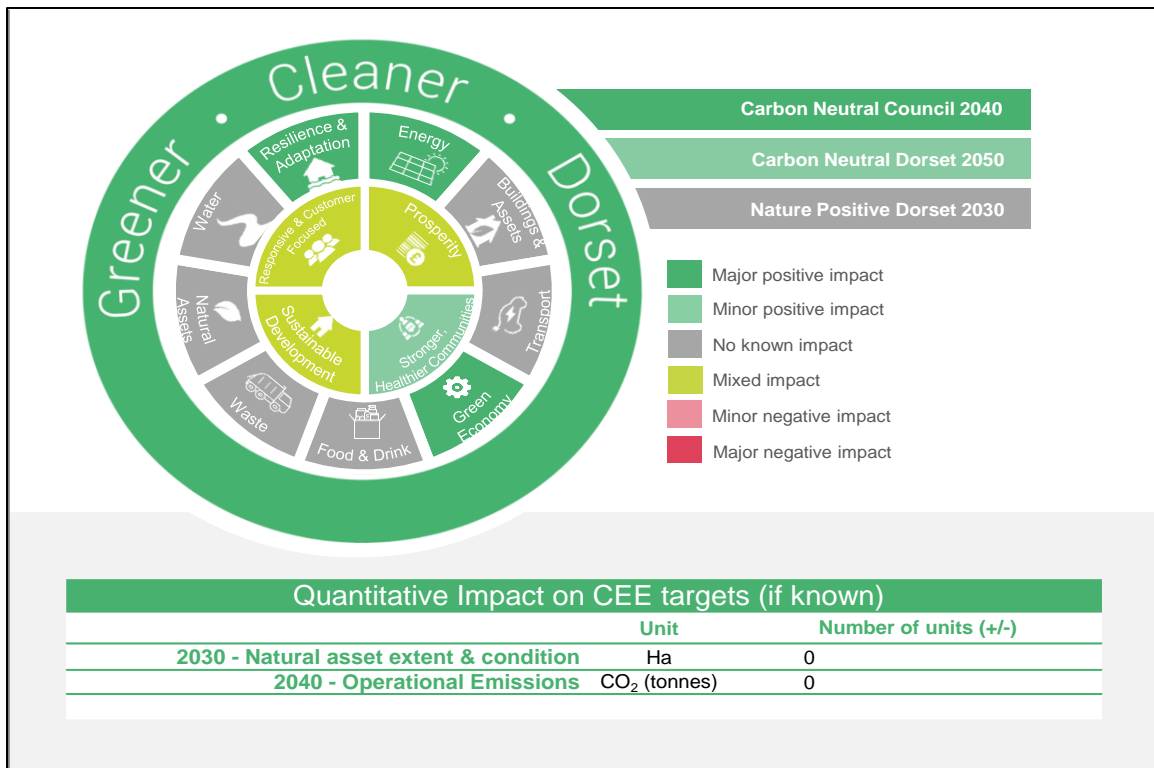
Construction work is complete. There may be some minor works to be carried out during the defect's liability period consequent to a Safety Assessment.

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 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 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**

- 11.1 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).