



Harbours Advisory Committee

Date: Wednesday, 3 December 2025
Time: 10.00 am
Venue: Council Chamber, County Hall, Dorchester, DT1 1XJ

Members (Quorum 3)

Rob Hughes (Chair), Sarah Williams (Vice-Chair), Mike Baker, Ray Bryan, Peter Dickenson and Sally Holland

Independent Members: Lee Hardy, Mark Roberts, Mark Saxby and Richard Tinsley.

Chief Executive: Catherine Howe, County Hall, Dorchester, Dorset DT1 1XJ

For more information about this agenda please contact Democratic & Governance Services Meeting Contact joshua.kennedy@dorsetcouncil.gov.uk

Members of the public are welcome to attend this meeting, apart from any items listed in the exempt part of this agenda. If you would like to attend this meeting and have any specific requirements please contact the Democratic Services Officer named above.

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Agenda

Item		Pages
1.	APOLOGIES To receive any apologies for absence.	
2.	MINUTES To confirm the minutes of the meeting held on 17 September 2025.	5 - 8
3.	DECLARATIONS OF INTEREST To disclose any pecuniary, other registerable or non-registerable interest as set out in the adopted Code of Conduct. In making their disclosure councillors are asked to state the agenda item, the nature of the interest and any action they propose to take as part of their	

declaration.

If required, further advice should be sought from the Monitoring Officer in advance of the meeting.

4. PUBLIC PARTICIPATION

Representatives of town or parish councils and members of the public who live, work, or represent an organisation within the Dorset Council area are welcome to submit either 1 question or 1 statement for each meeting. You are welcome to attend the meeting in person or via MS Teams to read out your question and to receive the response. If you submit a statement for the committee this will be circulated to all members of the committee in advance of the meeting as a supplement to the agenda and appended to the minutes for the formal record but will not be read out at the meeting. **The first 8 questions and the first 8 statements received from members of the public or organisations for each meeting will be accepted on a first come first served basis in accordance with the deadline set out below.**

Further information read [Public Participation - Dorset Council](#)

All submissions must be e-mailed in full to joshua.kennedy@dorsetcouncil.gov.uk by 8.30am on Friday 28 November.

When submitting your question(s) and/or statement(s) please note that:

- You can submit 1 question or 1 statement.
- a question may include a short pre-amble to set the context.
- It must be a single question and any sub-divided questions will not be permitted.
- Each question will consist of no more than 450 words, and you will be given up to 3 minutes to present your question.
- when submitting a question please indicate who the question is for (e.g., the name of the committee or Portfolio Holder)
- Include your name, address, and contact details. Only your name will be published but we may need your other details to contact you about your question or statement in advance of the meeting.
- questions and statements received in line with the council's rules for public participation will be published as a supplement to the agenda.
- all questions, statements and responses will be published in full within the minutes of the meeting.

5. CHAIR'S REPORT

To consider a verbal report by the Chair.

6. HARBOUR CONSULTATIVE GROUP MINUTES

9 - 30

To note the minutes of the Weymouth, Bridport and Lyme Regis

Harbour Consultative Groups.

7. PROVISION OF DESIGNATED PERSON SERVICES 31 - 36

To consider a report from the Harbours Manager.

8. DESIGNATED PERSON PMSC ANNUAL UPDATE

To receive an update from the Designated Person.

9. HARBOUR MASTER UPDATES 37 - 56

To receive updates from the Harbours Manager and the Bridport & Lyme Regis Harbour Masters.

10. FLOOD & COASTAL EROSION RISK MANAGEMENT (FCERM) ENGINEERING UPDATE 57 - 68

To provide an engineering update for Weymouth, Bridport and Lyme Regis harbours.

11. HARBOURS BUDGET MONITORING REPORT 2025-26 69 - 82

To consider a report by the Bridport & Lyme Regis Harbour Master and the Harbours Business Manager.

12. HARBOUR BUDGET AND SETTING OF FEES AND CHARGES 2026/27 83 - 98

To consider a report by the Bridport & Lyme Regis Harbour Master and the Harbours Business Manager.

13. DORSET COUNCIL HARBOURS MARINE SAFETY PLAN REVIEW 99 - 112

To consider a report from the Harbours Manager.

14. FORWARD PLAN 113 - 118

To consider the Harbours Committee Workplan.

15. URGENT ITEMS

To consider any items of business which the Chairman has had prior notification and considers to be urgent pursuant to section 100B (4) b) of the Local Government Act 1972. The reason for the urgency shall be recorded in the minutes.

16. EXEMPT BUSINESS

To move the exclusion of the press and the public for the following item in view of the likely disclosure of exempt information within the meaning of paragraph x of schedule 12 A to the Local Government Act

1972 (as amended).

The public and the press will be asked to leave the meeting whilst the item of business is considered.

There is no scheduled exempt business for this meeting.



HARBOURS ADVISORY COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 17 SEPTEMBER 2025

Present: Cllrs Sarah Williams (Vice-Chair), Sally Holland, Lee Hardy, M Roberts, Mark Saxby and Richard Tinsley

Apologies: Cllrs Rob Hughes, Mike Baker, Ray Bryan and Peter Dickenson

Also present: Cllr Belinda Bawen

Officers present (for all or part of the meeting):

Lara Altree (Senior Lawyer - Regulatory), Ed Carter (Weymouth Harbour Master), Claire Connolly (Harbours Business Manager), Kevin Evans (Senior Accountant (Place)), Joshua Kennedy (Democratic Services Officer), Matthew Penny (Service Manager - Flood & Coastal Erosion), Matthew Piles (Corporate Director - Strategic Director - Weymouth 2040), James Radcliffe (Bridport and Lyme Regis Harbour Master) and Louis Wicks (Democratic Services Officer Apprentice)

124. Minutes

The minutes of the last meeting held on 11 June 2025 were confirmed and signed.

125. Declarations of Interest

Richard Tinsley declared that he held a berth at Weymouth marina.

Mark Roberts declared that he held a berth in West Bay.

126. Public Participation

There were no public questions.

127. Chairman's Report

The Vice-chair delivered a verbal update, on behalf of the Chair. She welcomed two new members of staff to the harbours team and congratulated Weymouth Harbour on hosting the Santa Maria and Waverley. She also noted the excellent work of the Weymouth and Portland Litter Recycling team.

128. Harbour Consultative Group Minutes

The committee noted the minutes of the Weymouth Harbour Consultative Group meeting held on 20 August 2025.

129. **Designated Person Update**

The Harbours Manager presented the Designated Person Update, as James Hannon, the Designated Person, was unable to attend the meeting. He noted that all three harbours had been audited over the past 3 years and found to be compliant with the Port Marine Safety Code. In the most recent audit, at Lyme Regis, three areas of best practice were identified, while 15 observations were made relating to improvements, which were now being implemented.

In response to a comment from a member, the Harbours Manager stated that a report detailing compliance across the 3 harbours would be brought to the December meeting of the committee.

130. **Harbour Master Updates**

The updates for Bridport and Lyme Regis harbours were delivered by the Harbour Master. He provided the latest statistics for each harbour and noted the recent courses that had been completed by harbour staff. In Bridport the Black Hut was set to be renovated and the new building would include a small refreshments kiosk and changing facility for swimmers. In Lyme Regis the new fuel delivery service had started and delivered over 3000 litres of fuel. Newsletters had also been launched for both harbours to keep harbour users informed.

In response to a question from one member, the Harbour Master stated that the Harbour Office was being monitored by Dorset Council's Property Services to ensure it remained safe to use.

The Harbours Manager presented the update for Weymouth Harbour. He provided the statistics for Weymouth Harbour including mooring occupancy levels. He reported that since the last meeting 40 incidents had occurred in the harbour and had been recorded in the incident reporting system. There had been one oil spill incident since the last meeting, which had occurred due to a faulty light in a delivery vehicle that had resulted in a spray of oil being released, however the spill was limited and external notification wasn't required. The Harbours Manager provided details of the Harbour Revision Order, the 'Love Your Harbour' campaign and the Weymouth & Portland Marine Litter recycling facility. It was explained that HRMC had now given their approval for the sale of diesel from the fuel pontoon.

In response to questions the Harbours Manager provided the following responses:

- Speeding incidents were recorded under by-law offences within the incident recording system and there had been one instance recorded since the last meeting.
- The fuel pontoon was currently restricted to selling diesel for the time being, as the requirements for storing petrol were more restrictive.
- It was understood that the Litter Free Dorset campaign would be rolled out to the other harbours in the future.

131. **Flood & Coastal Erosion Risk Management (FCERM) Engineering Update**

The FCERM Service Manager delivered the engineering update for Bridport, Lyme Regis and Weymouth harbours.

Dredging operations for both West Bay and Lyme Regis were being carried out as a combined effort. The team was also exploring new dredging methods, including Water Injection Dredging, which was scheduled for trial implementation after the summer holiday period.

Inspections and repairs in all three harbours were ongoing. Due to limited funding, repairs with health and safety issues associated were being prioritised.

Work on Harbour Walls A and B in Bridport, was being treated as a single project, with Wall B requiring more urgent attention. Full construction work on both walls was expected to begin in autumn 2025.

In Lyme Regis a significant defect had been identified, and it required repair before the commencement of the Lyme Regis Environmental Improvement Scheme Phase 5. The project team was awaiting feedback from the Environment Agency regarding funding allocations for the scheme. Additionally, DEFRA had launched a consultation on a new flood investment framework, set to begin in April 2026, which may offer Dorset Council an opportunity to secure further government funding to bridge the gap. The project team was also engaged in ongoing discussions with Historic England to obtain pre-application advice on the outline design.

In Weymouth DEFRA had initiated a consultation on reforming the approach to flood funding, introducing a new Floods Investment Framework that was expected to come into effect from April 2026. Dorset Council was currently evaluating how these changes might impact the scheme's development and delivery.

Regarding Harbour Walls F and G on the Peninsula, the contractor had been appointed following a successful tender process. However, the formal start date for the contract is contingent upon the approval of a Marine Licence. It was also confirmed during the meeting that a Wildlife Licence would no longer be necessary.

In response to questions from members the Service Manager stated that budgetary considerations were being taken into account when applying for funding and the position was being managed as best as possible. In addition, they could consider including more financial information in the future.

132. **Harbours Budget Monitoring Report 2025-26**

The Harbour Business Manager presented the budget monitoring report for Bridport, Lyme Regis and Weymouth harbour. Bridport was currently forecast to have an improved surplus, which was partly due to a vacant post. In Lyme Regis there was no variance projected and there was an overspend forecasted on salary costs, due to a higher than expected pay award. In Weymouth the projected surplus was expected to be higher than budgeted, however this could primarily be attributed to higher parking income, due to the delay in the planned works to harbour Walls F & G.

The committee noted the budget monitoring report.

133. **Monitoring and review of the Marine Safety Plan**

The Harbours Manager presented the Marine Safety Plan report and he noted that the three harbours were compliant with the Port Marine Safety Code.

In response to comments from members, the Harbours Manager confirmed that a more structured review of the Marine Safety Plan could be introduced going forward and that the Designated Person could provide a more detailed review at a future meeting.

134. **Dorset Harbours Economic Review**

The Harbours Manager presented the report for the Dorset Harbours Economic Review. Due to significant changes in the economic landscape over the past several years, it was considered necessary to undertake a comprehensive economic review and an external company would be sought to carry out the work.

The Harbours Manager confirmed that a small working group, made up of committee members, could be arranged to provide guidance to officers during the process.

135. **Forward Plan**

The Harbours Manager confirmed that in addition to the standing items, the next committee meeting would include a report on the economic analysis of the harbours and the PMSC annual report.

136. **Urgent Items**

There were no urgent items.

137. **Exempt Business**

There was no exempt business.

Duration of meeting: 10.00 - 11.29 am

Chairman

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Bridport (West Bay) Harbour Consultative Group (BHCG) Meeting 3 rd November 2025 Haddon House 18:00		
Present		
Ed Carter	(EC)	Harbours Manager – Weymouth Harbour Master
James Radcliff	(JR)	Harbour Master
Ben Harvey	(BH)	Assistant Harbour Master
Andrew Taylor	(AT)	Community forum rep
Emma Bourne	(EB)	Non-boating water activities rep (HCG Chair)
David Boyland	(DB)	Non-commercial mooring rep sub
Cllr Rob Hughes	(RH)	Dorset council harbours advisory committee chair
Simon Miles	(SM)	Commercial passenger carrying vessels rep
Gavin Brooking	(GB)	Non-commercial mooring rep
Jonathon Bourbon	(JB)	Town Council
Rodger Guppy	(RG)	Sea angling club sub
Keston Bracey	(KB)	Harbour Traders rep cub
Debbs Urch	(DU)	Gig club rep
Jason Mathews	(JM)	Gig club rep
Sam Hanbury	(SH)	Harbour Traders rep
Charlie Baylis	(CB)	Boarder force
Amender Anderson	(AA)	Neighbourhood Policing Team
Andrian Best	(AB)	Marine Police

1. Welcome & introductions				Action
EB – Welcomed everyone to the meeting, round the room introductions were given.				
KB - New attendee; will enquire about becoming Harbour Trader Representative (sub).				
2. Apologies				
Becky McGowan – Harbour Admin Officer Jane Hallet - Non-Boating Water Activities Sub				
3. Minutes of the previous meeting				
No comments				
4. Outstanding actions from previous meetings				
ID	Action	Assigned	Date of completion	EC RH EB
5.	Seek advice from DC data protection (Data Protection confirmed that we should not distribute customers emails to members of the HCG without their permission, permission would need to be recorded, and re-confirmation annually, this would create too much work)	EC	Complete	
5.	Feedback requests			
7.	Letter to MP from HGC re Marine Licencing	EC – EB	On going	
9.	Contact Fishermen's Reo	EB	On going	
10.	Create action tracker and add to next Agenda.	BM	22/09/2025	
12.	Investigate weather data (EC to invite parking rep to come to next meeting RH to talk to Cllr regarding parking EB to submit question to next meeting)	DB	Not possible due to not getting parking	

			data 3/11/2025	JR
14.	Meet to discuss dog signage (Meeting held to discuss signage. Current signs deemed inadequate; still under WDDC responsibility and need updating AT - Mentioned that a possible year-round dog ban is being discussed at the Community Forum meeting)	EB - JR	On going	
18.	Talk to angling centre re crabbing code RG - Suggested idea: hiring crab lines. Not practical due to high numbers buying nets in summer. Lines can get stuck and cut. Proposed: Signs on bins with "Crabbing Code," Litter Free Dorset is running Weymouth signage initiatives. SM - Highlighted problem, plastic packaging from nets and bait. Q - Could dedicated "crabbing bins" be introduced?	RG	On going	
18.	Speak with Wildlife Trust re crab line bins	EB		
5. Representatives and Substitutes				
Commercial Fisherman Sub to be appointed – Will speak to fishermen again				JR
Harbour Traders Rep to be appointed – Possible KB to work alongside SH				
Residents Sub to be confirmed, SP to continue from Community Forum?				
Town Council sub to be appointed				
EB to contact Canoe club representatives as they have not attended recent meetings.				EB
6. Harbours Advisory Committee Chair's updates				
It has been a quiet time over the summer. No meetings were held in August or September and I was away during the September Advisory Committee.				
The Harbour Revision Order is scheduled to be laid before Parliament on 15 December. If successful, the order will be enforced from January 2026.				
7. Marine Police update & Harbour Watch				
No new updates. Challenges: Summer was demanding with high pressure on the team. Resource Impact: Marine officers were diverted to assist with general policing in Weymouth, Bournemouth, and Poole. Team is now back on marine duties and working to catch up. Harbour Watch - Poole Harbour Conference Poole has agreed to host a conference in 2027. It was suggested to set up a planning group and include other relevant organizations to make it a larger collaborative event. Training for Harbour Staff, explore the possibility of training harbour staff to hold enforcement powers if required.				

EB - Raised concerns about youths driving around the bay and suggested police intervention to deter young drivers. AB – Advised reporting all incidents, the more reports, the more patrols. Police response is limited due to lack of local reporting. ○ Use Dorset Police website for reporting intelligence or crimes. ○ Include detailed info (e.g., registration numbers). ○ For emergencies, always call 999. Creating a speed watch group was suggested, if there are volunteers available. EB - To discuss further with interested parties. • Seeking volunteers to assist with Harbour Watch and related activities.	EB
8. Border Force	
CB - Introduced discussion on border breaches involving hard hull problems and small boats and highlighted an issue of pleasure crafts being used to bring in illegal immigrants. Project Kraken has now transitioned to Border Watch. Posters will be displayed to encourage reporting of unusual or suspicious activity. If there is a crime in progress always report via 999. Latest concern: “At-sea drop-offs” where drugs are dropped overboard and collected by others on this side. High-powered RIBs are mainly used for this activity. JR – - to circulate links. Harbour Watch contact form Dorset Police Report suspicious behaviour on the coast or at sea: Project Kraken - GOV.UK https://crimestoppers-uk.org/get-involved/campaigns/help-prevent-crime-around-our-borders	JR
9. Harbour Masters update	
The summer season has been positive overall, with similar results reported by neighbouring harbours. <u>HRO</u> - With enforcement by January 2026, general directions are to replace “by laws”, much faster (approximately 6 weeks) and will be specific to Bridport or Lyme Regis. These directions will be specific to Bridport or Lyme Regis, resulting in easier enforcement and more efficient harbour operations. This update will bring enforcement processes up to modern standards. <u>Harbour works</u> Black Hut: Scheduled for removal and rebuild after Christmas, following approved plans. Timber piling starts today over the duration of 10 days, we are hoping to complete as much as possible within the timeframe, working on the Northern wall of the East Basin (Fishermen’s Corner). Flare disposal is going well, 400+ flares have been taken in.	

Fuel service at Lyme Regis is going well, a recent poll received good feedback, so we are looking at starting a fuel service in Bridport too. Dredging - Discussion on dredging methods prior to cutter suction dredging. Licensing: Bridport holds a dredging licence but not a disposal licence. Disposal licence costs approx. £150k annually for outer harbour only. Current Trial: Water injection dredging trial underway, which removes the need for a disposal licence. Awaiting approval from Natural England and MMO; responses have been slow. Progress: Vessel on route to carry out trial in east side of harbour and outer harbour entrance. East side chains will be removed for maintenance during the trial. Dredging scheduled on a falling tide. Harbour Depth Targets: Aim to keep inner harbour drying height below 1.5m. Current highest peaks: 1.3m. EC- Surveys have been done on reef and life near the harbour and silt has been tested. There will be on going tests after dredging to measure the impact on the local environment. We have done all the tests plus more to make sure we are doing everything we need too. JB- How long will this last? JR - 10 days between Bridport and Lyme Regis, 2 days at Lyme Regis SM- Are they confident they can remove similar quantity to before. JR – Yes, they are confident, they can do more than we require, after surveys we will know how successful this is. Inner pontoon area and steps: Steps need replacing, Stage 1: Install new railings on the knuckle where the timber boarding is currently located. Stage 2: Replace the steps and reposition them so they run off the knuckle instead of the footpath. An access gate will be installed to provide access down to the pontoons and there is a plan to replace the existing pontoon with a black plastic pontoon featuring two fingers. One designated for commercial users, One designated for private users. JM- Will access will still be open? JR- They may be closed for a few days during replacement.	
10. User Representatives reports	
EB- Only submitted reports will receive responses. Reports that are not submitted may not be addressed immediately. <u>Commercial Passenger Carrying Vessels</u> SM – Will there be more cleats placed on plastic pontoons? JR - There are cleats at every 5m and eye bolts 1m each side of each cleat. GB – Suggested there be more as 5m is not enough. JR – We could possibly put shackles on eye bolts to help. It was suggested we need more signs - public off pontoons. Bins: Positive feedback overall. Location options discussed: top of steps or inner harbour. Issue identified along inner harbour. JR - No feedback yet on additional litter bins, but situation is being monitored, and updates are being shared with the Waste Partnership. <u>Non-Commercial Moorings</u>	

DB - Link sent to harbour users for feedback; 24 responses received. The link includes all comments. Suggest using surveys more often to identify areas for improvement. EB – Thank you for sending this out. Consider making this an annual survey. GB – Customer service concerns remain—general feeling that harbour users are not treated as customers. EC - Survey results would suggest otherwise but there is always room for improvement. GB – Encourage more greetings and conversations with all users. EB – Past aggression may have contributed to perceptions. Increased contact, newsletters, etc., should help improve relationships. EB- please use the reps, we are happy to receive emails regarding any issues. <u>Gig club</u> Nothing to report at present. Reviewing tide heights—dredging expected to help. A few gigs are out of action due to a car crash while being towed. <u>West bay Sea Angling Club</u> One ladder identified as unsafe; positioned too close to the wall. BH - Aware of the issue—repairs will be carried out over the winter.	
11. Q&A's	
12. AOB	
RG – Fish pass at Pymore is silting up and requires maintenance. RG requested some piles to be donated to assist with the work. JR - Need to confirm sizes—may have suitable piles available. Next meeting – provisionally marked for Thursday 2nd of February 2026 Meeting concluded 20:30	

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Lyme Regis Harbour Consultative Group (LRHCG) Meeting 09 th October 2025 Lyme Regis Sailing Club 18:00		
Present		
Amanda Anderson	(AA)	Neighbourhood Policing Team
David Brown	(DB)	Non-Commercial Mooring Holders Rep
Ed Carter	(EC)	Weymouth Harbour Master – Harbours Manager
Peter Fosh	(PF)	Non-Commercial Mooring Holders Sub
Max Gollop	(MG)	Harbour Traders Rep
Sam Harding	(SHA)	Assistant Harbour Master
Sally Holman	(SH)	Sailing Club Rep & HCG Chair
Cllr Rob Hughes	(RH)	Dorset Council Harbours Advisory Committee Chair
Brian Johnson	(BJ)	Sailing Club Sub
Catherine Kinnersley	(CK)	Gig Club Sub
Rob King	(RK)	Boatmen/Charters Rep
Jo Law	(JL)	Sea School Trust Rep
Nick Marks	(NM)	RNLI Rep
Becky McGowan	(BM)	Harbour Admin Officer – Note Taker
Peter O'Connell	(PO)	Non-Boating Water Activities Sub
Matthew Penny	(MP)	Flood & Coastal Erosion Service manager
James Radcliffe	(JR)	Harbour Master
Cheryl Reynolds	(CR)	Town Council Councillor
Lee Roper	(LR)	Power Boat Club Rep
Matt Styles	(MS)	Commercial Fisherman Rep
Andy Turtle	(AT)	Citizens in Policing Manager
John Wright	(JW)	Town Clerk – Town Council

1. Welcome & introductions				Action
JR – Welcomed everyone to the meeting, round the room introductions were given.				
2. Apologies				
Will Reed – Harbour Traders Sub Karen Durham Diggins – Non-Boating Water Activities Rep Aide Best – Marine Police				
3. Election of the new Chairman				
Application received from SH for Chair. A unanimous vote sees SH the new appointed Chair. SH – Stated, my main interest lies in Phase 5 but assured that this will not conflict with or hinder other areas of interest.				
4. Minutes and Actions of the previous meeting				
ID	Action	Assigned	Date of completion	
4.	(Dog fouling) Seek advice re Harbour staff enforcements within the HRO	EC	Once HRO is complete, will look at general directions to possibly create an offence. Harbour staff agree to take on this responsibility.	
6.	Seek advice from democratic serves re absence of Chair	EC	Consultation will be in November	
7.	Follow up on coding marking solutions	SH		
7.	Arrange DNA tagging event along with Harbour Watch	JR	DB is in contact with AA, an event can be arranged when more interest is shown	
9.	Letter to TC re dredging concerns and sand replenishment	JR to pass to engineers	TC are aware and are on board attending the HCG meetings	
9.	Fuel charges, look at price structure	JR	Price structure altered to accommodate different amounts	

10.	Extend invitation to Historic England	JR	Other arrangements have been made outside of the meeting	
Q – How is the flare facility going in West Bay? A - All working going well. Q – Vessel’s speeding, is this still ongoing? A - Staff have spoken to some individuals however ineffective. JR – Under the HRO we can have more power to enforce. Works are commencing on the Cobb buildings after issues were raised with property services.				
5. Representatives and Substitutes				
Jo Law – Sea School Trust Rep – Confirmed tenure renewal for 3 years from October 2025 Chris Joiner – Sea School Trust Sub – Tenure ends Oct 2025, awaiting confirmation of tenure renewal. JR – Note on attendance for representative of the Gig club. If there is continued non-attendance, the representative may need to consider swapping roles with the Substitute.				
6. Marine Police update & Harbour Watch				
Deputy Chief Officer Andy Turtle sent apologies on behalf of the Marine team. <u>Regional Issues Update</u> Several incidents have been reported outside this area, including: • A vessel arriving in Bournemouth suspected of smuggling drugs onto a public beach. • Related concerns in Swanage and Christchurch. No current issues reported in this part of the county, but there are signs of increased activity in the Channel, including: • Larger “mother ships” operating offshore. • Smaller boats being used for human trafficking. Community Vigilance is important, and organisations such as Craken and Harbour Watch are encouraging the public to report any suspicious activity. <u>Upcoming Events</u> • Poole Harbour Bi-Annual Conference scheduled for February 2027. • Opportunity to either: - Promote attendance from this end of the county. - Explore hosting a similar event locally. <u>Staffing and Support</u> A 45% reduction in staff has occurred due to restructuring. Efforts are underway to determine how best to support affected groups. Plans to recruit a volunteer to act as a communications liaison. If anyone is interested, please get in touch. <u>Security marking</u> Discussions with Amanda confirmed March, April time 2026 to look at setting up an event. BD – Added, not many people seem interested as everyone has insurance. <u>Government Funding & Distribution</u> Dorset’s Police and Crime Commissioner secured £24,000 in government funding to				

distribute Selecta DNA anti-theft marking kits to farmers. These kits help mark equipment with a unique DNA code, making stolen items easier to identify and recover. Research shows these kits can reduce theft risk by up to 83%. Although up to 50 DNA bottles have been registered, only 3 or 4 farmers are reportedly attending related events or follow-ups. This is something we could potentially apply for, to distribute marking kits to harbours.	
7. Harbours Advisory Committee Chair's updates	
Congratulations to SH, looking forward to working with you in the future. Dorset Council has a new appointed Chief Executive. Katherine Howe has joined from Worthing and Adur Councils and started her role during the first week of August. It has been a quiet time over the summer. No meetings were held in August or September and I was away during the September Advisory Committee. SH - Proposed that Nick remain as the HCG representative and continue to lead on Phase 5 matters, citing his experience and the benefits of working closely together. A query was raised regarding the constitutional appropriateness of this arrangement, noting that such responsibilities would typically fall to the Vice Chair. After discussion, all members agreed that Nick can continue in the role. LR – Current Vice Chair will discuss this further with SH and NM outside of the meeting.	
8. Harbour Masters update	
Dredging trials are hoped to proceed in the second week of November. If successful, a full application for a dredging licence will be submitted. Bridport already holds a licence and is authorised to use the water injection method. The expected outcome of the trials is to confirm that the water injection method is effective. Materials are successfully moved and dispersed outside the harbour area, in line with environmental and operational requirements. JW – Offered to run an article or feature in the Town council magazine if given the information. BM – Will ensure TC members are added to our Newsletter circulation list. <u>HRO Timeline</u> • 23 September 2020 Initial Council Discussion - Dorset Council's Harbours Committee recommended applying for a joint HRO to modernise legislation for both harbours. • 15 December 2020 HCG Meeting – KB explained what will be highlighted within the HRO that will be made by full council and Harbours Committee to the MMO. • 8 July 2020 Formal Application Submitted - Dorset Council submitted the HRO application to the Marine Management Organisation (MMO). • October 2022 Draft HRO Published - The draft Harbour Revision Order was made publicly available. • November 2022 Statement of Support Issued - Dorset Council published a formal statement supporting the HRO.	BM

• 26 January 2023 Public Consultation Begins - A statutory 42-day public consultation period commenced. 26th Jan and 2nd Feb 23 - HRO Public Notice was Published in Bridport and Lyme Regis News. • 9 March 2023 Public Consultation Ends - Deadline for submitting objections or representations to the MMO. • 6 February 2025 HCG Meeting - Harbour Consultative Group discussed harbour matters, including HRO, reported we are still waiting to hear from the Government on sign off. • 15 May 2025 HCG Meeting - Another meeting of the Harbour Consultative Group, reviewing HRO, reported the HRO is currently at the top of the pile. • 17 September 2025 Harbours Advisory Committee Update - Committee received updates on HRO progress and harbour operations. The Harbour Revision Order is scheduled to be laid before Parliament on 15 December. If successful, the order will be enforced from 1 January 2026. SH – Asked what the main changes will be once enforced? JR - Explained that the HRO will Identify and formalise all land assets associated with the harbour, including kiosks, car parks, and the compound. This will ensure that any income generated from these assets remains within the harbour and is ringfenced for harbour use result in the harbour operation reaching break-even, rather than being subsidised. EC – Added that powers include the ability to give General Directions, with a minimum implementation period of six weeks for statutory consultation. General Directions will be given that replace the existing powers. This forms part of the modernisation and confirmation of all existing powers. It was noted that the last time the Cobb Act was updated was in 1821, highlighting the significance of the current legislative review.	
9.Phase 5 update Matthew Penny - Presentation of Phase 5 and Void Works. Managing coastal defences at Lyme Regis. Repair and stabilise, not modernise. (Appendix 1) Planning: Summer 2026 Construction Start: Spring 2027 Inner Wall: Winter works Outer Wall: Spring works Funding: Total cost: £8.5 million Current shortfall: 50% Increased costs are due to design changes, inflation and consultancy. Funding is secured for design stage only. Licensing: Grade I listed structure. Complex consents from Historic England, MMO, Natural England. LR - Asked what the consequences could be if we proceeded without full support? MP - Proceeding without full support: Local Repercussions: Potential structural failure,	

public safety concerns. Political Repercussions: Member approval is required; reputational and financial risks, including potential legal consequences. BJ – Asked if the objections are cosmetic or structural? MP – A bit of both: Structural concerns: Not fully convinced by the proposed design. Cosmetic/historic concerns: Main issue is the impact on the historic nature of The Cobb. The preference is for traditional methods over modern engineering techniques. JL – Asked if the shortfall is present or future? MP - Based upon present value cost. LR – Asked where figures of shortfall have come from? MP – Design complexity increased to meet long-term lifespan. Previous estimates based on eligibility, not full scope. Inflation and consultancy costs. Tourism benefits considered, but only partially funded due to national scheme criteria. NM – Highlighted that the issue with Historic England has been ongoing for two and a half years. MP – Emphasised the need to put forward proposals regardless of the delay. DB – Mentioned concerns from harbour users about summer works, however, believes the situation will be manageable and noted the importance of considering seasonal timing (summer vs. winter) when planning works. JK – Asked, as engineers reviewing the existing Cobb structure, what scale of storm events could cause a breach? MP – The structure is old, making accurate estimations difficult. Consultants previously provided an audit approximately seven years ago, estimating a remaining lifespan of 15–20 years (up to around 2034). That estimate was considered reasonable at the time. If the void had not been repaired, failure could occur much sooner. JW – Questioned whether aiming for 2027 is too optimistic, considering the volume of specialist work required. MP – 2027 is the earliest realistic delivery date. Highlighting that licensing constraints will also impact the timeline. CR – Asked what options are available if the current design is not being accepted. MP – Stated that there have been no pre-meeting discussions on alternatives and added costs may reduce if different techniques are used, potentially allowing for a shorter design life. LR – Clarified that although the method won't involve sheet piling, the structure will extend beyond that point and expressed hope that the design will support quicker natural greening. DB – Noted that rock armouring was suggested for 2026 but never implemented. Raised concerns that it was expected to cause scouring and asked what is being done to prevent this. MP – Confirmed that the current design addresses areas prone to scouring and is one of the main objectives. The use of concrete structures is intended to prevent further scour. JL – Asked if this design has already been successfully implemented in other harbours. MP – Yes. PO - Asked if the concrete on the outside will affect moorings? MP – No, it will be flush to the bed. MS – Asked whether, in the absence of an exclusion zone, the structure could be built just inches away from existing defences? provided the new defence is strong enough. And added that any gaps would eventually fill in over time. NM – Asked whether rock armour provides the same anti-scour protection as the proposed design, and if so, why it couldn't be used instead? MP – Confirmed that rock armour was considered as an option, however, it's a modern design using large rocks and was found to be more expensive than the option currently being taken forward.	
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Funding has already been applied for and approved. There is concern about the risk of reapplying, as it could jeopardize the funding already secured, however, there is potential for additional funding if new criteria are introduced. The team agreed that they would want to review any new criteria before considering a reapplication. It was noted that central government funding was allocated quickly, highlighting the competitive nature of the process. LR – Asked what the Harbour Advisory Committees view is on design and risk? RH - The committee is advised by engineers and has been hearing about the project over the past six years. Heritage England and other coastal bodies have tightened regulations, and while they are engaging with designs, they have not clearly stated what they would like to see. LR – Also raised the point that funding opportunities are a key part of the discussion. JW – Noted that the project is approaching the point of intervention, raising concerns about future funding needs. DC – Asked whether funding would be available if the project reaches the intervention stage? RH - Highlighted that there is a large funding gap, and Dorset Council does not have the necessary funds. Efforts to identify reserves within DC have proven difficult. CR – Asked whether the current void works are part of the new design? MP – Clarified that the void works are separate and are being carried out within the existing footprint of the Cobb. The new design extends outside the current structure. It will use marine-grade materials, which are stronger and more durable. While eventual wear is expected, the design has a long lifespan. An engagement event is scheduled for the 27th at the Lyme Regis Pavilion. Community engagement is a key priority, and all are welcome to attend.	
10. User representatives report	
<u>Harbour Traders</u> Local traders in Lyme Regis have reported a decline in income this season, this may be due to the ongoing cost of living crisis, and as a result, discretionary spending such as dining out has decreased. EC – Added that this report is similar across many Harbours. JW – Added there is a rise in food bank usage, 125 bags at Christmas just for single children, any help would be appreciated. JW - Reported a rise in food bank usage, noting that 125 bags were distributed at Christmas specifically for single children. Any additional support would be greatly appreciated. CR - Added that the food bank operates on a voucher system, with distributions taking place on a weekly basis. <u>Boat Building Academy</u> The next student boat launch will be on Monday 8th December at 08:30. 4 boats will be launched and all are welcome. <u>Lyme Regis Sea School</u> Has finished its sailing operations for 2025 and is planning for 2026. Our Principal, Josh Bolton, is stepping down due to getting married in October and taking on extra commitments in his normal work of being a teacher and our Chief Instructor, Natasha Dower, is moving into full time work. Our replacements are Simon Law, who has sailed at Lyme since he was 10 and is returning from working abroad in the Water Sports industry. Phoebe Clark will become our Chief Instructor. Again, she has sailed in Lyme from her youth and was the Lead Senior Instructor at Sea School this year. The understanding of working closely with the Harbour staff will continue despite the change in staff. We have worked closely with the Harbour team during the launch and recovery of the RIBS used during the summer and would like to thank the whole team for their commitment in making this a safe operational manoeuvre within our working day to complete.	

Lyme Regis Sailing Club

It has been a mixed season, some blustery periods but also light winds. Easterlies have meant disconnection of pontoons more often than usual. Little interruption to sailing programme. Increased youth participation in club racing. The club has a healthy membership including dinghy sailors, cruisers and social members.

The annual AGM will be held on 15 November at 14.00hrs.

Thanks to all Harbour staff for good working relationship.

1. Firefly Nationals Championships 16 – 22 August

Entry was 74, berthed on slipway with 5 in club park.

Thank you to other Harbour users for consideration, minimum disruption to event.

Care taken by Beach master and Slipway team to monitor slipway and control fleet especially during launching and recovery periods.

Thanks to Harbour staff for adapting assistance when pontoons disconnected during easterlies and for extension to landing pontoon. Little congestion except on 22nd when recovery slot brought forward.

Harbour staff attended reception and prize giving.

2. Sailing Regatta

Held successfully with a limited number of visitors. Youth sailors took part.

3. Club Programme 2026

No major events planned. A Fireball Open Meeting for about 30 boats to be held on 20/21 June weekend, date booked with Harbour. Sailing Club Regatta will be 1 and 2 August, at start of Regatta Week. There will be a Youth Regatta, racing and training programme similar to 2025 but with more opportunities for free/family sailing. Programme available Spring 2026.

4. Youth training

Race group continues throughout the Autumn. Saturday Seamanship group runs until Christmas.

Optimist group has ended for the season.

5. Beach dinghy park.

Dinghies have allocated Winter season spaces from 1 October.

6. Lift Out of Cruisers

This is planned for 7 Oct for bilge keelers and 10 Oct for lift keelers. Bookings for lifts are through the Harbour staff.

Phase 5 works

We are anticipating an update to this meeting, with progress on Historic England's latest response and Phase 5 funding, with the emergency work starting on the spring tides in November.

Non-commercial Mooring Holder

1. Ghost moorings are still proving to be a big problem in various parts of the harbour. These are mooring buoys and lines that are half covered and easily picked up by a prop especially in low light. Also there have been lots of stray lines floating around.
2. Props are still left unprotected in various places.
3. Over width tenders protrude well beyond the width of tender racks and are proving to be making access difficult for several boat owners.
4. Motor/Sailing season has been virtually non-existent. My early year sailing pilgrimage to Helford was marred by irregular winds and weather. An excellent summer season but with virtually no consistent wind. Please note for those who undertake longer voyages that there are several Mussel farm/beds [Not on Charts] East of Torbay. The rest of the year stopped by a combination of too much sunshine and no wind.
5. Observation the end of season lift date 27th September appears to be getting earlier. Could we have a reason for this? Also, can harbour staff make sure that mooring holders have prepped their boats prior to launch and retrieval. e.g. Engines start.
6. Prior to 2026 Season could harbour staff complete a standardisation survey?

1990 Chains were 3M Allowing for adjustment depending on boat length, Mooring lines 2 Mts. Warps, Pick up lines and buoys leaded. Pick up lines Starboard side [assuming boat pointing West East]. Hopefully preventing boats from contacting each other, allowing leaving and return to harbour less stressful. 7. Can Dorset at the HCG meeting address/explain that they are investigating "Coastal tidal drift erosion and prevention. "West side of Cobb Wall" Caused by extended rock armouring of South side of Cobb. JR – 1&2. Will ensure Mooring lines are checked and props not covered to be investigated. 3. Tenders will be organised to allocated specific spaces for wider tenders. 7. JR – Suggested that a letter from this group could be beneficial in influencing decisions. NM – Has written to the MP and the Harbour Advisory Committee (HAC) and received a direct response to a question. PF – Suggested pressuring Natural England like how road and building schemes are sometimes pushed through. BJ – Explained that schemes can only be pushed through if they are of national importance. The Cobb is not considered nationally important. Also mentioned that there is clear guidance available and it can be reviewed. MM - Administer can call in planning applications, especially when objectors include bodies like Historic England. How about applications from Dorset Council and Town Council. JW – Emphasized the power of face-to-face meetings. Suggested inviting relevant stakeholders down through the local MP. Also recommended making the public consultation process more transparent and accessible. <u>RNLI</u> A total of 30 shouts so far this year. This is relatively low for Lyme Regis. A breakdown is as follows: Assisting other emergency services 4, Cas care (land deployed) 2, Cut off by tide 3, Fire on board vessel 1, Floating debris 1, Inflatables 1, Kayaking 1, Missing Person 1, Paddleboarding 3, Person in Water 1, Powered Boat 6, Landslip Rescue 1, Vulnerable people 2, Yacht/sailing boat 2. RNLI lifeguards were stationed on the beach from late July until early September. During the season they dealt with several incidents requiring first aid, along with multiple missing children. The team also carried out several water rescues using the rescue board helping members of public back to the beach after getting into difficulty in the water. Two of these incidents involved users of Stand-Up Paddle boards unable to get back to shore. We held a successful Lifeboat Week in late July which generated significant funds for the charity. As always, we are grateful to the Harbour staff for their assistance during these and other events, and for the forbearance of other harbour who may have been inconvenienced by activities in and around the harbour. Lyme Regis RNLI is celebrating its 200th anniversary in 2026, and several events have already been planned to mark this milestone. We are looking at mid-August to hold 2026 lifeboat week. <u>Non-Boating Water Activities</u> The dolphin was last seen on 30 September, and we understand has moved along the coast.	JR – SHA
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Lyme Splash Swim was cancelled due to the weather and will be run by a charity next year. More details will be announced later in the year.

Lyme Splash Water Polo Championship was successfully run this year by Bridport Barracudas - with minimal input from myself - and they will carry on next year.

Lyme Regis Power Boat Club

We would like to mention our waterski racing team's performance at the recent world championships in Belgium. James Bartlett achieved fourth place in Men's F2, but the GB Team's outstanding performance went to Sam Hopkins in the juniors. Sam achieved 6th place 18 months ago in Australia but improved this to second in Belgium. This is an incredible result given the US' and Australians' dominance in this sport, and who knew Lyme Regis had two world class athletes!

We would also like to mention a memorial gathering that took place at the clubhouse this weekend for a stalwart of our club, Syd Hawkins, who passed away recently, aged 78.

Syd was a [very] long-standing member of the club. He was secretary when I joined in 1984, and he played a major part in the club's move to its current location. He was out enjoying his boat right up until a few weeks before his passing.

At the gathering a memorial was unveiled in the form of a small unassuming gate at the side of the club car park, an access that Syd always used to move between the club and his beach hut. The new gate (and plaque) was made by the Furniture School above the BBA, so a big thank-you to them for providing a little something to help us remember Syd.



Boatmen/Charters – Concerns were raised regarding the lack of communication and planning around the recent RNLI air event. 48hrs notice received from the Harbour office wasn't enough time to make necessary changes.

It's been observed that the standard of cleanliness at the Cobb is poor.

Action is needed; Jet washing and other cleaning measures should be rigorously enforced.

JR: This responsibility lies with the fishermen, and enforcement should be strengthened.

MS - Holes are filling with water. Facilities need improvement.

Suggestion, Grooves should be cut to allow water to drain properly.

JR - Will add this to the job list.

Concerns were raised over increasing numbers of kids swimming in and around the Harbour mouth, this is very dangerous.

Commercial Fisherman – The pontoons have now gone, why is there a vessel sat on wall? Can It be moved to a mooring?

JR – Yes.

Q – Where are you dredging when you have the trial? A – JR, the pontoon area but may need to look at approach. Q - If it doesn't work do you have a plan B? A – JR - Possibly back to Axminster Excavators. Q – Any news on the Crane? A – JR, this should arrive in November.	
11. Q&A's	
12. AOB	
DB – Toilets are a concern. CR – The Town Council are currently trying to take toilets back from DC to maintain them JR – I believe they are being maintained at this moment. SH – A shed on the Cobb has recently been relinquished, there are rumours around plans for this, can you provide any information? JR – There are no plans now. Next meeting – provisionally marked for Thursday 5th February Meeting concluded, 20:20	

Present

Tim Day	TD	Chair and Clubs of Weymouth Representative
Ed Carter	EC	Weymouth Harbour Master
Dave Caddy	DC	Vice Chair and Harbour Traders Representative
Andy Alcock	AA	Commercial Fishermen Representative
Alan Hale	AH	Boat Owners Inner Harbour Representative
Will Holmes	WH	Weymouth Beach / Leisure Users Representative
Jamie Pullin	JP	Charter Boats
Mary Harris	MH	Weymouth Harbour Watch
Simon Kershaw	SK	RNLI
Paul Swain	PS	Boatfolk – Weymouth Marina
Adrian Best	AB	Dorset Marine Police / Dorset Police
Marion Fischer	MF	Parking Enforcement Team Leader
Cllr Kate Wheller	KW	Weymouth Town Council
Cllr Rob Hughes	RH	Harbours Advisory Committee Chair

1. INTRODUCTIONS, APOLOGIES AND SUBSTITUTE MEMBERS

TD opened the meeting and members of the group introduced themselves.

Apologies for absence were received from Callum Seggie, Rob Gray and Matt Piles.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES AND MATTERS ARISING

TD asked if anyone had any points from the previous minutes.

DC Requested a correction to the previous minutes to add the word 'illegally' when referencing the complaint about parking.

4. Election of Vice-Chair

Jamie Pullin was elected as Vice-Chair.

5. Confirmation of HCG Representatives & Substitutes

EC Confirmed with the members present who their substitutes are in the event they cannot attend a meeting.

4. HARBOUR MASTER UPDATE

1.0 Harbour Use

EC delivered an update on Weymouth harbour. He provided statistics about marina occupancy, he noted that there was a growing trend in people taking up a 6 month berth and there was little change in commercial berths.

Visiting leisure craft numbers were down by approximately 3.6% compared to the previous year, while slipway and PWC permits were up by 10.5% and non-resident fishing vessel visits had dropped by nearly 29% compared to the same period last year.

There were vacancies in the Harbour team for the Assistant Harbour Master and Moorings Officer and Dorset Council had agreed permission to recruit in those positions.

2.0 Incidents

EC There had been 23 recorded incidents in the harbour since the last meeting, including minor diesel slicks, minor personal accidents, a missing life ring and several reports of fishing nets near swimmers in the bay from one individual. He noted that they were considering several routes forward, including circulating safety advice to swimmers and fishermen to ensure that people were kept safe when using the harbour for sea swimming. Another option raised was to put in place a designated swimming zone over the winter, however there were concerns around the enforcement of that.

3.0 Operations

3.1 Oil Spills & Response

EC Over the summer a number of minor diesel oil slicks were identified, however it is believed that the source of the diesel spills has been found and the vessel had gone in for maintenance over the winter.

4.0 Other Harbour Updates

EC The bathymetric survey has been brought forward by a month as a large fishing trawler vessel had touched the floor of the harbour when leaving, however there had been no other reports of vessels grounding.

5.0 Harbour Works

5.1 General Works

EC There were several infrastructure projects that would be carried out over the winter. Other projects that were being costed up included the replacement or refurbishment of the stone pier railings and a full resurface of the cargo stage.

6.0 Upcoming Events

EC The only upcoming event scheduled was the Christmas day swim.

6. CONSULTATIVE GROUP UPDATE

- **SK RNLI** – There had been 22 launches since the last meeting and the reasons for those were listed.
- **PS Boatfolk Weymouth Marina** – The summer had been steady and ownership of Boatfolk had now been transferred to Premier Marinas. Rebranding of the marina was anticipated to take place over the next few months. They had also been working with Litter Free Dorset on the Weymouth Water Quality Project following the e-coli spike. They had also seen a reduction in the foam forming around the sluice gates, but it would still be continually monitored.
- **AH Boat Owners Inner Harbour Representative** – Raised concern about the amount of potentially hazardous material under vessels on the chain and sinker moorings.

EC – Noted the concern raised and stated that they would explore options by assessing the situation and potentially removing any material by hand where possible.

AH – Raised a concern about the amount of dust and debris that would end up on peoples' boats as a result of the works on North Quay.

EC – There was regular contact with the project leads and the people carrying out the work were mitigating impacts on harbour users as much as possible, through damping down and plastic walkways. The recent wet weather has been helping in keeping dust levels low.

AH – Reported on boat owners requesting drinkable water on the pontoons.

EC – Wessex Water had highlighted that signage had to be in place stating it is non-potable as it comes from a break tank, however the water is tested regularly and all equipment serviced and cleaned. It is not permitted for all the pontoon taps to be connected to the mains, however a route to having a single potable water point in each marina is being explored. This will only provide a station for the filling of small containers and water bottles.

AH – Raised that berth holders were concerned about inadequate safety lighting on the pontoons.

EC – Stated that the spotlights on both gangways are being completely replaced and we will be assessing the marinas to try and identify particularly dark areas and see what can be done to rectify the issue.

AH – Raised a concern from some berth holders that some of the boats were overhanging their moorings and causing difficulty for others to get past.

EC – Stated that the Harbour team will be asked to keep an eye out for this issue when doing their regular checks and to ask any vessel owners who were are positioned in the mooring properly to adjust their vessel.

- **JP Charter Boats** – September had been quieter after a mixed summer.
- **TD Chair and Clubs of Weymouth Representative** – The Sailing Club were planning a boxing day race.
- **WH Weymouth Beach Leisure Users** – It had been a relatively successful summer followed by an abrupt September.

DC Asked about the water sampling test that had been carried out.

EC Reported on the data that had been retrieved from the sampling. On 11 and 24 August, the seabird marker was detected as being high concentration in both samples which contributed directly to the sample failure against the EU Bathing Water Directive. There was also a low concentration of the human marker in both samples, and a low concentration of the dog and horse markers in one of the samples.

KW Stated that the Town Council was taking the test results extremely seriously and all test results are publicised so members of the public can see that the water quality is good the majority of the time.

- **AA Commercial Fisherman** – Poor weather has caused trouble for the commercial fishermen. There is also a ladder in the way of a crane at the new FLQ.

EC – One of the ladders has been moved and the other is on the jobs list to be moved very soon.

- **DC Harbour Traders Association** – Pubs and cafes have benefitted from cruise ships arriving later in the year. Asked about the status of the seafood festival.

EC Provided details about the seafood festival including the location and boundary of the festival and parking.

DC Asked for an update on proposed harbourside developments in Weymouth.

EC Confirmed that he would set up a meeting in early 2026 with Matt Piles and other relevant officers and councillors at Dorset Council to discuss this matter with the WHCG. **EC confirmed** that harbour revenue and land areas are protected by the Harbour Revision Order 2021.

DC Asked about the communication around works to the North Quay.

KW Stated that no overall decision had been made before the works were complete, it was only when funding became available that a final decision was made, which was why it wasn't communicated to the WHCG earlier.

DC Asked about the drain under the bridge and the sand jetty.

EC Confirmed that he had chased the drain up again with Highways but had no further updates. He also stated that the procurement process was underway for consultant services, and a full survey of the sand jetty structure is planned.

DC Asked about the 4.8m limit for car lengths in council car parks, which is impacting some peoples' usage of the car parks as their vehicles are too large.

MF Stated that 4.8m was a standard car park space length and the policy was in place to prevent loss of revenue from larger vehicles taking up multiple spaces.

EC Stated that the option of limiting the Cosens Quay car park to harbour users only could be explored in the future.

DC Noted that there had been an artist setup selling their pictures from the pavement over the summer.

EC Stated that he was aware of the individual and had spoken to them to inform them that they were not allowed to trade in that location.

- **MH Weymouth Harbour Watch** – A security marking event scheduled for the end of September was postponed until Easter 2026 because of the poor weather.
- **AB Dorset Marine Police** – Reports of crime in the harbour had been relatively low, however the importance of reporting any incidences was emphasised.
- **Cllr RH** – The Southern Inshore Fisheries and Conservation Authority had been invited to receive an award for outstanding work in their commitment to sustainable fishing and their use of drone technology. He also noted that he would be attending the Dorset Coast Forum Annual Conference, celebrating their 30th year.
- **Cllr KW** – Nothing further to report.

7. AGENDA ITEMS FROM MEMBERS

TD Raised the seaweed farm development in Ringstead Bay.

EC Stated that he had responded on behalf of the harbour to the MMO, which TD had seen. In the response, notes about scheduling work sustainably and clear communication were included. The response will be circulated to members.

7. ANY OTHER BUSINESS

MF Explained the blue badge restrictions and stated that if there were any particular areas where people felt were unsafe as a result of blue badge holders parking on double yellow lines, they could look into those areas. A survey had been undertaken to identify where lines were not consistent with Traffic Regulation Orders and the areas identified in need of updating had been passed onto the relevant team.

JP Asked if there were any updates on the draft of pleasure boat vessel and boat person licencing policy.

EC The recent draft release of a new vessel licensing policy has been done by Dorset Council Licencing and does not apply to vessels that are already licenced by the MCA or by the harbour authority directly. The harbour authority can licence passenger carrying vessels operating solely within the harbour area under the Public Health Act, but any vessels coded and licenced by the MCA do not require a further licence from Dorset Council. The predominant aim of this new policy is to encompass businesses, such as the hire of paddleboards away from harbour statutory areas, to ensure that correct safety measures are in place. The policy has recently been through public consultation and is currently being revised. One of the matters for revision is to make extra clear to who, and crucially to who it does not apply to. It is recognised that this new policy has caused concern for vessel operators already licensed by the MCA.

8. DATES FOR FUTURE MEETINGS

Harbour Consultative Group

- 11 February 2026

Harbours Advisory Committee

- 03 December 2025
- 04 March 2026

Harbours Advisory Committee

3 December 2025

Provision of Designated Person Services

For Review and Consultation

Cabinet Member:

Cllr J Andrews, Place Services

Local Councillor(s): All Councillors

Senior Leadership Team:

J Britton, Executive Director for Place Services

Report author and job title: Ed Carter – Dorset Council Harbours Manager & Weymouth Harbour Master

Email: ed.carter@dorsetcouncil.gov.uk

Statutory Authority: Dorset Council

Report status: Public [Choose an item.](#)

1. **Executive summary**

- 1.1 This report is to update the Duty Holder and Harbours Advisory Committee on the continued provision of Designated Person services by ABPmer for the Dorset Council Harbours of Bridport (West Bay), Lyme Regis and Weymouth.

2. **Recommendation**

- 2.1 That the Duty Holder and Harbours Advisory Committee note the continued provision of Designated Person services by ABPmer for the next three years.

3. **Reason for the recommendation**

- 3.1 To ensure ongoing compliance with the Port Marine Safety Code (PMSC), Dorset Council harbours must be regularly audited by an independent and suitably qualified Designated Person. ABPmer were appointed in 2022 to deliver this service across the three harbours, and have since provided consistent, high-quality audits that have supported both compliance and continuous improvement. The recommendation reflects the benefits of maintaining continuity for the next audit cycle, while recognising that a review of the market may be appropriate thereafter to ensure continued best value and alignment with evolving industry standards.

4. **The report**

- 4.1 Dorset Council has engaged ABPmer to provide Designated Person (DP) services across its three statutory harbours, Bridport (West Bay), Weymouth, and Lyme Regis, since 2023. Over this period, ABPmer's appointed DP, James Hannon, has conducted comprehensive audits at each harbour, confirming compliance with the PMSC and guiding the implementation of industry best practice.
- 4.2 The PMSC requires that the DP be independent, suitably qualified, and possess a thorough understanding of the Code and its associated guidance. James Hannon meets these criteria and has developed a strong working relationship with harbour staff and management. His familiarity with local operations and personnel has enabled a consistent and informed approach to auditing and assurance, which has proven invaluable in maintaining and improving our Marine Safety Management Systems.
- 4.3 While it is good practice to periodically test the market for consultancy services such as Designated Person provision, the current circumstances strongly support continuity. James Hannon has developed a detailed understanding of our harbour operations and built a trusted relationship with senior staff. This continuity enables a more strategic and developmental approach to safety assurance, building on previous audits and recommendations. Introducing a new DP at this stage would require time to re-establish local knowledge and rapport, potentially slowing progress on ongoing improvements. For this reason, we propose to continue with ABPmer for a further cycle of three audits, after which we would consider reviewing the market to ensure continued best value and alignment with evolving industry standards.
- 4.4 When ABPmer was first engaged in 2022, the quotation did not include costs for travel, and over the past three years we have also introduced regular catchups between the Harbour Masters and the Designated Person, which have proven highly beneficial but were not accounted for in the original quotation and have not been charged to Dorset Council. These elements, together with the expected inflationary increase, are now incorporated into the updated proposal. The quoted cost of £13,050 (excluding VAT) for a further three-year engagement represents excellent value for the expertise and assurance provided. James Hannon remains well placed to support Dorset Council's harbours in their continued development, particularly as we prepare for the next PMSC compliance declaration to the Maritime and Coastguard Agency in early 2026.
- 4.5 Procurement has been conducted in accordance with Dorset Council's Contract Procedure Rules. The contract value is below the threshold requiring

Cabinet approval. The procurement is considered low-risk and low-value and will be managed within the Place Services Directorate.

Internal procurement guidance for engaging Specialist Professional Services (SPS) has been followed. Due to the low value of the contract and the limited market expertise for this specialist service, it is deemed appropriate to proceed under the CPRs, supported by completion of a PID Light.

- 4.6 In summary, the continued appointment of ABPmer and James Hannon as DP is a logical and beneficial decision that supports our commitment to safe, compliant, and well-managed harbour operations.

5. **Alternative options considered**

Not applicable.

6. **Legal considerations**

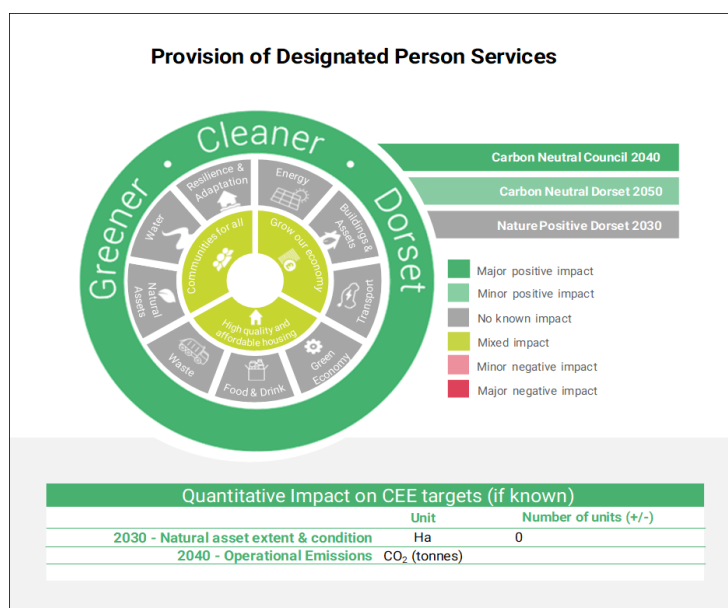
None.

7. **Financial implications**

There are financial considerations associated with maintaining compliance with the Port Marine Safety Code (PMSC), including the provision of Designated Person (DP) services. These costs are managed through the routine Harbours Committee budget-setting and monitoring processes. The cost for the continuation of DP services with ABPmer is £13,050 ex VAT for the next cycle of three audits, one at each harbour, and represents good value for the level of expertise and continuity provided. This investment supports not only statutory compliance but also the ongoing development of our Marine Safety Management Systems and the implementation of industry best practice. As part of our commitment to transparency and value for money, we anticipate reviewing the market for DP services following the completion of this next audit cycle.

8. **Natural environment, climate & ecology implications**

There are no climate implications linked to the subject of this report. However, the Harbours aim to meet the targets of the Dorset Council Climate and Ecological Emergency Strategy. Adopted by Dorset Council in July 2021, the Climate and Ecological Emergency Strategy sets out a framework for action to become a carbon neutral Council and the direction of travel needed for a County-wide approach. Harbours have an important role in helping to deliver some of the goals set out within the strategy and will aim to reduce their carbon footprint in line with that of other Council Services.



9. Well-being and health implications

There are no wellbeing and health implications resulting from the subject of this report. However, established safety management systems at the harbours support the ongoing health and well-being of harbour users and harbour employees.

10. Other implications

None.

11. Risk implications

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

Current Risk: Low

Residual Risk: Low

12. Equalities

There are no equalities impact issues resulting from the subject of this report.

13. Appendices

None.

14. Background papers

None.

15. Report sign-off

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).

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Bridport (West Bay) & Lyme Regis Harbours Report

Harbours Advisory Committee
December 3rd 2025



James Radcliffe

Bridport (West Bay) and Lyme Regis Harbour Master

Harbour Statistics Report

1. Bridport stats remain comparable to this time last year on all services
2. Lyme Regis has seen an increase in season ticket purchases and the rest remain comparable to last year on all other services.
3. Mooring Occupancy:
Bridport: Mooring occupancy is 86% for private moorings and 61% for commercial moorings.
Lyme Regis: Mooring occupancy is 84% for private moorings and 80% for commercial moorings.

Bridport Harbour Statistics as of August 2025

	2021/22	2022/23	2023/24	2024/25	2024/25 (Nov 24)	2025/26 (Nov 25)	Against Previous Year Profile
Season Tickets	85	82	85	66	66	69	4.5%
Single Launches	525	489	404	318	318	370	16.4%
Visiting Boats Nights	167	157	163	160	160	147	-8.1%
Boat Lifts	£9,033	£11,098	£7,785.00	£9,285	£7,252.00	£7,426.70	2.3%
Quay Side Parking	£9,763	£8,478	£10,024	£13,795	£12,913.00	£11,270.00	-12.7%
Shop	£37,799	£26,278	£17,740	£17,764	£13,429.00	£15,668.60	16.6%
Diving Air Fills	£14,134	£28,239	£23,134	£27,462	£23,971.00	£21,355.33	-10.9%
Waiting List – Leisure	37	17	9	10	24	9	-62.5%
Commercial	6	6	7	6	6	6	0%
Leisure Moorings (out of 137)	124	124	110	95	124	119	-4.0%
Commercial Moorings (out of 26)	26	23	21	12	18	16	-11%

Lyme Regis Harbour Statistics as of August 2025

	2021/22	2022/23	2023/24	2024/25	2024/25 (Nov 24)	2025/26 (Nov 25)	Against Previous Year Profile
Season Tickets	54	61	78	51	51	78	52%
Single Launches	213	211	159	181	181	159	-6.8%
Visiting Boats Nights	185	375	313	168	168	199	35%
Boat Lifts	£7,450	£14,722	£11,341	£12,375	£9,855.00	£8,372.95	-2.9%
Quay Side Parking	£4,828	£15,535	£21,541	£61,560	£22,965.00	£60,536.18	249%
Shop (New July 2021)		£6,626	£11,772.00	£10,825	£8,057.00	£8,834.58	15%
Waiting List – Leisure	24	32	14	13	21	17	-19%
Commercial	11	11	09	11	11	10	-9%
Leisure Moorings (out of 209)	193	195	158	140	183	176	-3.8%
Commercial Moorings (out of 35)	34	35	30	30	34	28	-17.6%

Staff Training and Competency

- Completed Course
 - MCA Oil Spill 4P refresher course
- Planned Courses
 - MCA Beach Master's Course

Harbour Consultative Group (HCG)

- Both HCG groups met in October and November.
- At Lyme Regis we welcomed Sally Holman as the new Chair.

- Border Force attended the Bridport meeting with the intentions to come along to future meetings at both harbours.
- This means both groups will now have representations from external bodies including Marine Police, Neighbourhood Policing Team and Border Force.

Harbour Revision Order (HRO)

- Bridport and Lyme Regis Harbour Revision order has finally been sent to the DfT for their legal review and the laying date in parliament for this HRO will be 15th December 2025, coming into force on 1st January 2026

Harbour Works

Bridport Harbour

Timber Piling Update

- Timber piling work commenced on 3rd November.
- The picture below shows the current work area
- Contractor kept to the agreed timeline
- More timbers than planned were used in this phase, we will seek to purchase further timbers to complete the overall project.
- Plans are being made to progress the next phase in winter of 2026



Both Harbours

Dredging

- Water Injection Dredging (WID) commenced on 10th November.
- Trials will last for 8 tides at Bridport and 2 tides at Lyme Regis.
- Results from the trials will form the way forward for future years.
- At the time of writing this report dredging was ongoing so I will give a verbal update on progress at the HAC.

Accidents and Incidents / PMSC Issues

Currently no recorded accidents or incidents to report.

Aids to Navigation

Inspection of Local Aids to Navigation, Merchant Shipping Act, 1995, Section 198

We are pleased to advise you that the audit of the records of the availability of the local aids to navigation under the management of Dorset Council was satisfactorily carried out on 08/09/2025 by an Officer of Trinity House and everything was found in good order and there were no matters arising which require further comment.

Maritime and Local Events

A full list of a events can be seen below with more event information on our harbour websites.

Bridport

- West Bay Days Christmas tree switch on 30th November 2025
- Boxing Day swim 2025

Lyme Regis

- New Years Day Swim 2026

Weymouth Harbour Report

Harbours Advisory Committee
3rd December 2025



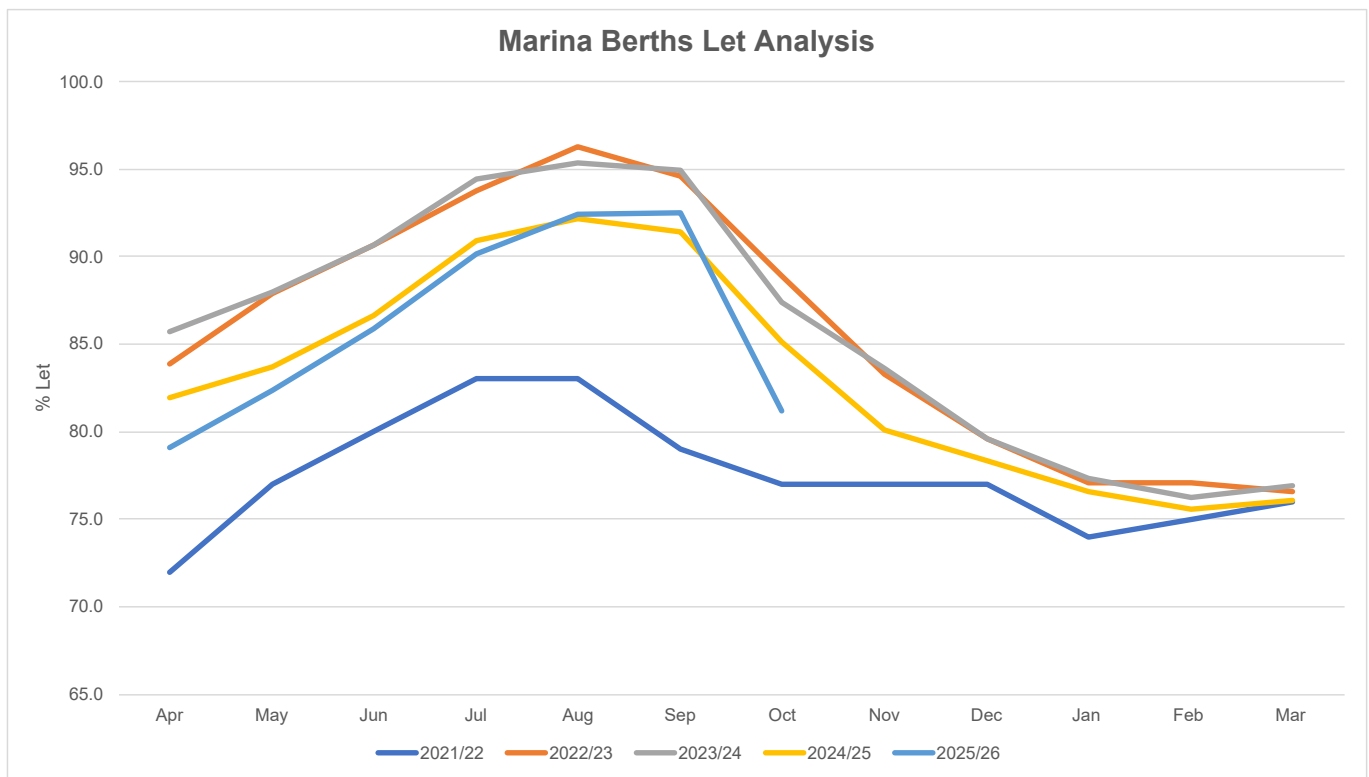
Ed Carter
Dorset Harbours Manager & Weymouth Harbour Master

Weymouth Harbour Let Analysis

Marina Berths

Marina occupancy peaked during September this year at 92.5%, a position slightly ahead of the 2024 season. While analysis of let berths in the marinas is following an established pattern, we have seen a steeper drop in occupancy during October than in previous years. We are beginning to see a possible shift in letting behaviour, with people electing to take up a 6 month berthing agreements rather than a full 12 months. This is especially prevalent in the smaller vessel categories. We collect data on new berthing agreements, tracking whether customers are new or returning, and analysis shows that the majority of 6-month berth holders return year-on-year. We will analyse this data further as we get closer to next season to better understand our success in retaining existing customers alongside attracting new berth holders to Weymouth.

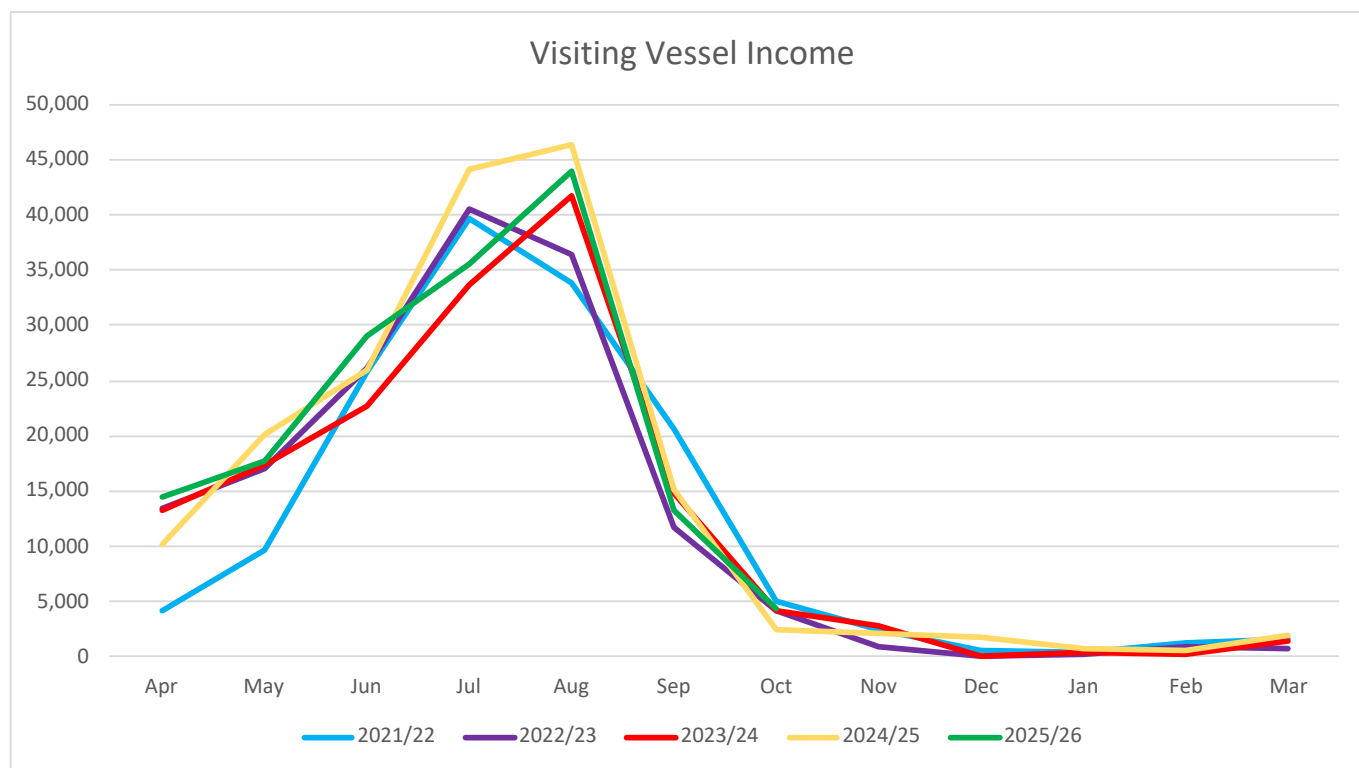
While interest in the largest vessel berths (12m LOA and above) remains strong, with a waiting list in place, we do have vacancies for vessels around 10m LOA. We are however already receiving enquiries for 10m berths of this size for the 2026 season.



Commercial Berths

Available commercial berths remain at almost 100% let, with the remaining spaces being less popular due to access issues (mid-stream pontoon) or size restrictions at the berth.

Weymouth Harbour Statistics



	2022/23	2023/24	2024/25	2025/26 (up to 01 Nov)	Against Previous Year Profile
Visiting Leisure Craft Revenue (Berthing Fees)	£160,715	£162,974	£183,516	£158,404	-3.6%
Slipway & PWC Permit Revenue	£25,351	£21,382	£17,555	£18,328	10.5%
Number of Bridge Lifts	1,350	1,354	1,404	1,104	1.1%
Number of Vessels Transiting Bridge	6,182	5,952	5,522	4,952	0.9%
Number of Non-resident Fishing Vessel Visits	48	78	165	90	-28.6%
Number of Acts of Pilotage	0	0	0	0	-

Harbour Operations & Port Marine Safety – Quarterly Update

1.0 Harbour Use

- 1.1 The summer season came to an abrupt end in late August, as cooler and more unsettled weather arrived in early September. This shift brought a noticeable decline in recreational activity, with visitor numbers and income both down compared to the same period last year. September saw a 25% drop in visiting vessel nights and a 12% reduction in income, although a few strong weeks helped offset the overall decline.

Despite the quieter conditions, Weymouth remained a popular stop for charity vessels, including frequent visits from the Sea Cadets, contributing over £4,000 in income. Recreational use of the slipway and PWC permits continued to perform well, seemingly bucking the trend of the previous years.

Commercial activity has been mixed. While annual berth occupancy dipped slightly, temporary berthing income rose, and we have seen additional revenue from services such as fishing storage, boat-on-trailer storage, parking, and mooring gang support.

1.2 Staffing Changes

We were sorry to receive the resignation of Karen Womack from her role as Assistant Harbour Master towards the end of the summer. Karen has been a valued member of the Weymouth Harbour team for the past 12 years and took up the role of AHM in early 2023. Her commitment to the harbour and its users has been greatly appreciated, and she leaves with our sincere thanks and best wishes for the future.

We will shortly be opening recruitment for this now vacant position to internal and external applicants, with the intention of appointing a successful candidate prior to the start of the 2026/27 season.

- 1.3 Lesley Clarke, one of our Moorings Officers, has notified us of her intention to retire at the end of November. Lesley joined Weymouth Harbour in 2021, initially through an agency, as we trialled the idea of having a more dedicated front office position. She quickly settled into the role with great enthusiasm and helped shape it into the valuable position it is today, the welcoming face of the harbour, meeting and greeting customers and providing them with a first-class service. Lesley will be greatly missed, and we wish her all the very best in her well-earned retirement.

We will be seeking to recruit to this vacant position early in 2026, with the intention of appointing a successful candidate prior to the start of the 2026/27 season.

1.4 Staff Training

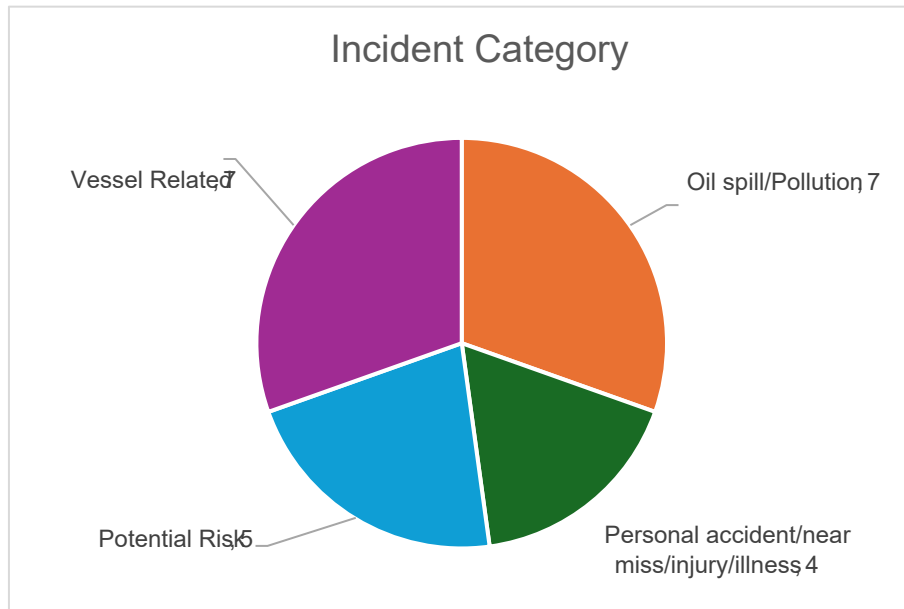
Under the Port & Marine Facilities Safety Code, all persons involved in the management and execution of marine services should be competent, qualified and trained to the appropriate national standard.

Several staff have undertaken training courses in the past year, including:

- Use and Safety of Oxy-fuel Gases
- Oil Spill Level 4 Refresher
- Day Skipper Theory

2.0 Incidents

2.1 At the time of writing this report, the Harbour team have recorded 23 incidents since the last meeting:



Within each category, example incidents have comprised of:

Oil Spill/Pollution:

- Further detail on these incidents can be found at Point 3.1 of this report.

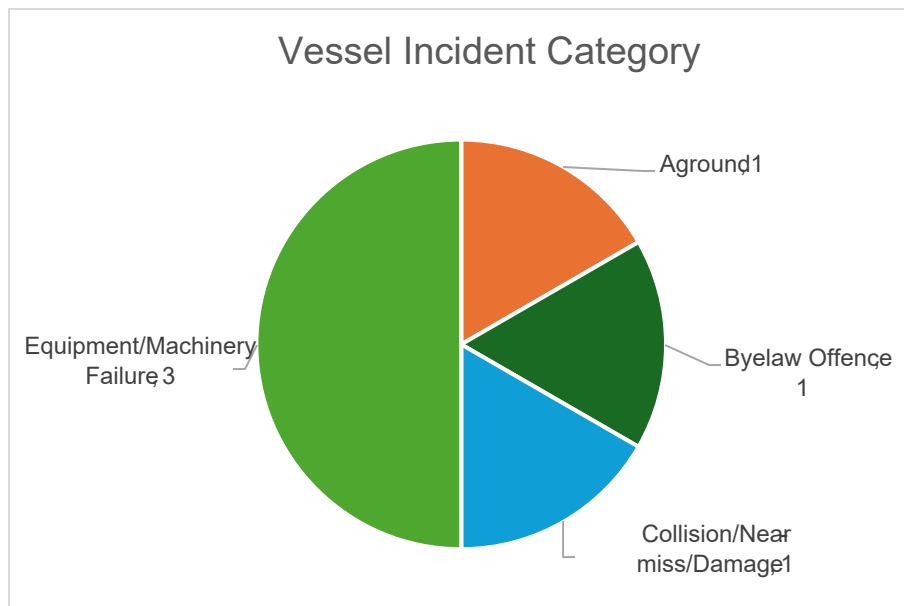
Personal Accident/Near-miss/Injury:

- A fall from the Cargo Stage
- Three reports of potential entanglement in fishing nets.
- A member of the public climbing onto a moored vessel to fish within the harbour.

Potential Risk:

- Person entering the water from pontoons near the Town Bridge
- Fishing gear being laid close to the bathing area buoys
- Life-ring removed from housing

Vessel Related:



3.0 Operations

3.1 Oil Spills & Response

In January 2025, Weymouth Harbour experienced a small pollution incident involving the discharge of oily bilge water. A Tier One response was initiated, and subsequently a letter was issued to all berth holders reminding them of their environmental responsibilities under MARPOL and local harbour regulations. The communication reinforced best practices for bilge water management and the importance of prompt reporting.

More recently, a series of small diesel spills have been observed in the early mornings near the Commercial Road pontoons. These incidents were all minor in scale, dispersed quickly and naturally, and did not require pollution control measures or external notification. Following a period of monitoring and investigation, we believe we have identified the vessel responsible. The vessel owner has been contacted, and the vessel has since been removed from the harbour for winter maintenance.

Should further incidents occur and suggest another source may be involved, we will seek to contact berth holders in the area to request their cooperation in arranging vessel inspections. This would be a precautionary step to help identify any additional sources of pollution and ensure continued environmental compliance.

3.2 Bathymetric Survey

The annual Bathymetric Survey of Weymouth Harbour has been brought forward by a month, following the brief grounding of a large fishing vessel, the *Jacoba Maria* (36m LOA, 4m Draught), exiting the harbour at low spring tide in October. The *Jacoba Maria* was aground for a matter of minutes. Harbour staff that were already patrolling on the water attended promptly to assess and keep other vessels clear if required, however the *Jacoba Maria* became free very quickly under its own power and continued safely on passage. Several other large and deep draught vessels have visited Weymouth over the season, and no other groundings have been reported.

Annually, we assess all depths in the harbour to assess the requirement for any dredging. In the Harbour Entrance, the tidal flow around Weymouth Bay slowly moves sand from North to South past the end of the Pleasure Pier, and the last time this area was dredged was in March 2022. At the time of writing this report, we were awaiting the results of the latest survey.

3.3 Weymouth Harbour Revision Order

Following Cabinet approval in November 2024, the Weymouth Harbour Revision Order (HRO) was submitted to the Marine Management Organisation (MMO). Due to its relative simplicity, Ashfords LLP, acting on behalf of Dorset Council, were able to persuade the MMO to bring the Weymouth HRO forward for consultation ahead of several larger orders. The consultation concluded on 31 July 2025 with no objections or required actions.

Ashfords completed final drafting checks and returned the HRO to the MMO for laying. Following the final drafting, we were advised that despite earlier indications the MMO were unlikely to assign a laying date for the Weymouth HRO until 2027 at the earliest.

Upon receipt of this information, options were explored to see if there was any way of expediting the laying of the HRO. We have now received confirmation that the MMO will combine the Weymouth HRO with the Bridport and Lyme Regis HRO into a single amalgamated order. The making and laying of this combined HRO is now scheduled for January, rather than December as previously indicated for the Bridport & Lyme Regis HRO alone. The order is now expected to come into force in February (21 days after being laid).

3.4 Port & Marine Facilities Safety Code Compliance Exercise

In early 2026, a national three-yearly compliance exercise will commence, requiring all marine facilities, including ports and harbours, to formally report their adherence to the Port & Marine Facilities Safety Code (PMSC) to the Maritime and Coastguard Agency (MCA). This exercise is part of a wider initiative to ensure consistent safety standards across the UK's marine infrastructure and to reinforce the responsibilities of Duty Holders under the Code.

As a statutory harbour authority, we are required to demonstrate ongoing compliance with the PMSC, including through regular audits, safety plan reviews, and operational oversight. Our recent internal reviews and the Designated Person's reports confirm that our three harbours continue to operate in line with the Code's requirements.

In November, the British Ports Association (BPA) circulated a set of template resources developed in collaboration with UKHMA and UKMPG. These include draft bridging documents and tiered template letters designed to support engagement with third-party marine facilities, particularly those who may not be fully aware of their obligations under the PMSC. The bridging document reflects recent updates to the Guide to Good Practice (April 2025), specifically section 6.8, which encourages the use of Memoranda of Understanding to clarify responsibilities between harbour authorities and adjacent facilities.

We will review and adapt these templates for local use, particularly in relation to smaller marine facilities operating within or adjacent to our jurisdiction. This will help ensure that all relevant parties are informed of their duties and supported in achieving compliance. The BPA has indicated that these documents

will be shared with the MCA and may be annexed to the Guide in future, offering a consistent framework recognised by regulators.

3.5 Dorset Harbours Economic Review

At a recent Harbours workshop, members noted significant and high-profile development opportunities emerging in Weymouth, particularly at key sites around the harbour's edge (North Quay, Westwey, and the Peninsula). The Committee recognises the harbour's role as a major stakeholder in these plans but also acknowledges that many aspects of Weymouth's future development remain undecided. To ensure that any Economic Review is meaningful, members expressed a desire for greater clarity on proposed developments and the harbour's position within them before defining the scope of a detailed review.

It was agreed that a further workshop early in the New Year would be beneficial to explore this matter further. In the meantime, members supported commissioning a stand-alone Sector Analysis to provide insight into current trends in the UK marine industry and assess how the three harbours are performing against the wider economic backdrop. Quotes for this work are being sought, and further information will be shared in due course.

4.0 Harbour Works

4.1 Dorset Harbours Strategy

Strategic Goal 1 of the Dorset Harbour Strategy is to maintain safe working harbours and provide high quality infrastructure and facilities. The following harbour works are all being carried out in pursuit of this goal.

4.2 Cosens Quay

Further to concerns raised by a member of the Harbour Consultative Group, investigation works are planned at Cosens Quay car park in two locations where changes have been observed in the surface level. To minimise disruption, this investigation is scheduled to be carried out in the w/c 24th November, with the assistance of the FCERM and Highways teams. The results and any subsequent required works will be reported at a future meeting.

4.3 Stone Pier Railings

Through a regular programme of inspections, the railings surrounding the Stone Pier have been identified as needing replacement work in certain areas. Some railings are showing severe signs of rust deterioration, and temporary fencing has been affixed where necessary to prevent accident.

Working with colleagues in the FCERM team, quotes to replace the railings have been sought, which have been compared with quotes to refurbish the railings to a sufficient standard. It is looking likely that a full and thorough refurbishment of the railings is not only possible, but also more cost effective. In line with procurement requirements, we are awaiting one final quotation before deciding on a course of action. It is hoped that these works will be carried out over the coming winter period.

4.4 Town Bridge

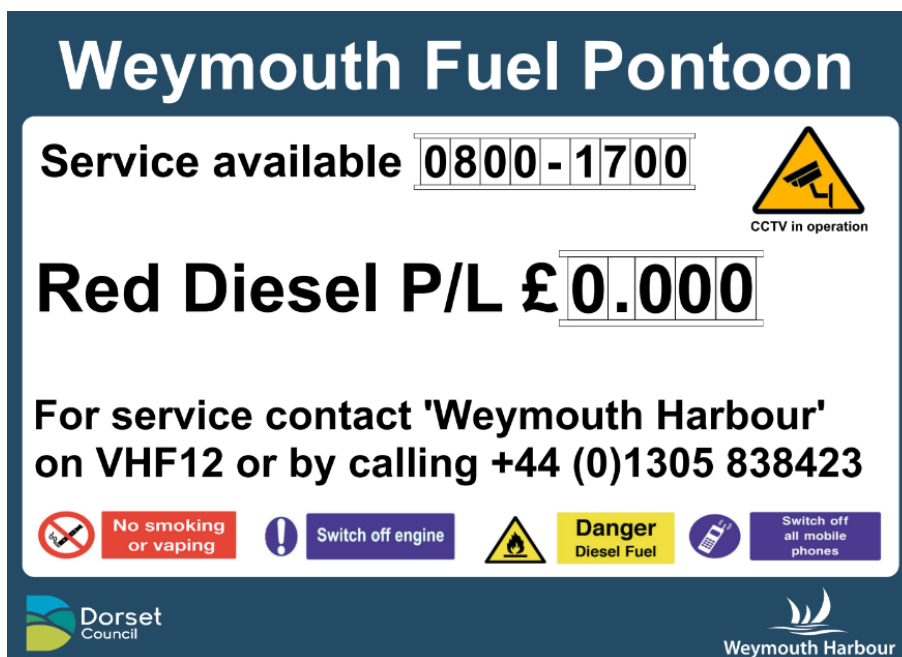
After review of the repair programme by Highways Engineers, the decision has been taken to push the planned repair for this year to a now hoped for start in early 2026.

Survey work is continuing to take place, focusing currently on the steel structure underneath the bridge, and we are continuing to work with our colleagues in Highways to ensure that when works do occur, disruption is minimised to all harbour users.

4.5 Weymouth Quay Fuel Pontoon

Since receiving notification from HMRC that our application to become a Registered Dealer in Controlled Oil had been approved at the end of the summer, work has been progressing as fast as possible to bring the fuel pontoon online, however fitting works in around external provider availability, alongside our own very busy work schedule, has proven tricky. The last couple of outstanding items are now very near completion. At the time of writing this report:

- We have worked with Dorset Council ICT colleagues to finalise the data connections and equipment that link with the payment system and allow for remote monitoring of the fuel stock and delivery systems.
- The Outdoor Payment Terminal, which could not be installed until RDCO approval was granted, is being connected on the 19th of November.
- Staff training of the operational systems is also scheduled for the 19th of November.
- Staff training for the web-based system that monitors fuel stock levels and transactions is scheduled for the 28th of November.
- Pontoon signage, as shown below, which will display fuel availability times, safety information, and current fuel cost, is on order and delivery is expected in early December.



4.6 Weymouth Peninsula Development

Following the recent Cabinet report on the Weymouth 2040 Regeneration Programme, we would like to highlight to the Harbours Advisory Committee proposed development at the Weymouth Peninsula, which has direct implications for the harbour. Dorset Council is preparing to invite Hall & Woodhouse to submit a long leasehold proposal for a mixed-use scheme that includes hospitality and leisure facilities, a pub/diner with accommodation, restaurants, and public realm improvements. The site is currently underutilised and presents a rare opportunity for landmark regeneration adjacent to the beach and surrounded by water on three sides. The proposal is intended to bring new life to the waterfront, boost tourism, and support the town's long-term economic goals in line with the Weymouth Town Centre Masterplan and Local Plan Policy.

As the Peninsula is designated as harbour land (excluding the Pavilion area), any disposal must be in the best interests of the harbour, with all proceeds reinvested into it. The development must comply with the Weymouth Harbour Revision Order and will require review by this Committee and the Weymouth Harbour Consultative Group before any recommendation is made to Cabinet. Legal advice confirms that while a formal procurement process may not be necessary, the Council must demonstrate best value through appropriate valuation and disposal mechanisms. Environmental and planning considerations include flood risk, heritage sensitivity, and biodiversity net gain, with the site deemed suitable for a 3 – 4 storey hotel and associated leisure uses.

In addition to the development proposal, a major harbour wall replacement project is underway at the Peninsula, focusing on Walls F and G. The new sheet pile wall design has a 70-year lifespan. Works began in September 2025 and are expected to last around eight months, with WSP appointed as consulting engineers and Knights Brown as the contractor.

5.0 Commercial Port Berths & Notable Traffic

5.1 The Tallship *Nao Victoria* (26m LOA) arrived in Weymouth on Wednesday the 1st of October. This is the *Nao Victoria*'s second visit to Weymouth, and the fifth visit by a Spanish Tallship since 2023.

During her stay, coinciding with the Weymouth Pirate Week, the vessel was open to the public and was again a popular attraction. The *Nao Victoria* departed on Tuesday the 7th of October, and we look forward to welcoming her and her sister ships in Weymouth again in future.



5.2 After an absence of nearly 7 years, the *Paddle Steamer Waverley* visited Weymouth in September. Over five visits, over 2,900 passengers enjoyed trips along the Jurassic Coast. The *Waverley* docked alongside Commercial Berth One in the Outer Harbour, which proved an excellent and safe venue, and each visit was conducted without incident. During berthing operations, the harbour entrance was closed to all other vessels with safety and vessel traffic announcements being made over VHF and a patrol vessel present on the water. Harbour staff aided with mooring the vessel, and in the safe transfer of passengers through the port area.

The *Waverley* stopped again briefly on the 13th of October to bunker and take on water, prior to making her journey to Glasgow where she will remain for the winter. We look forward to welcoming the *Waverley*, and her crew and passengers, to Weymouth again next year.

5.3 The sail training vessel *Pelican of London* (45m LOA), originally built in 1948 as an Arctic trawler before undergoing transformation into a sail training vessel, offers young people and trainees the chance to experience life at sea while learning traditional seamanship, ocean science, and maritime careers.

She recently made an unscheduled stop in Weymouth Harbour at the end of September, a welcome surprise and a testament to the harbour's flexibility and readiness to accommodate a wide range of vessels. Hosting ships like the *Pelican*, even at short notice, not only adds character and interest to the waterfront but also reinforces Weymouth's reputation as a capable and hospitable port. These visits contribute to the local economy, offer public engagement opportunities, and highlight the harbour's role in supporting maritime heritage and education.



5.4 The *Jacoba Maria*, a modern UK-flagged beam trawler (36m LOA) made several visits to Weymouth in early October. The vessel, which typically operates in the Northeast Atlantic, spent several days in port unloading its catch. In recent years, vessels from the Atlantic have targeted species such as cod, herring, whiting, hake, pilchard, and mullet in the English Channel.



6.0 Pilotage

6.1 No acts of pilotage have taken place during this reporting period.

7.0 Significant Events Relevant to Harbour Operations and/or Access

- ~~Fayre in the Square — 24th to 25th May~~
- ~~National Mixed Gig Championships — 31st May to 1st June~~
- ~~Wessex Folk Festival — 31st May to 1st June~~

- ~~Lifeboat Week — 27th July to 7th August~~
- ~~Tallship *Santa Maria* — 29th July to 4th August~~
- ~~Surf Life Savings Nationals — 2nd to 9th August~~
- ~~*P/S Waverley* — 1st to 3rd September~~
- ~~*P/S Waverley* — 7th September~~
- ~~*P/S Waverley* — 9th September~~
- ~~Ironman — 14th September~~ **Finish at Lodmoor Country Park**
- Christmas Day Swim — 25th December

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Harbours Advisory Committee

3 December 2025

Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

For Review and Consultation

Cabinet Member:

Cllr J Andrews, Place Services

Local Councillor(s): All

Executive Director:

J Britton, Executive Director for Place Services

Report author and job title: Matthew Penny, Service Manager Flood & Coastal Erosion Risk Management

Email: matthew.penny@dorsetcouncil.gov.uk

Statutory Authority: n/a

Report status: Public [Choose an item.](#)

Executive summary

1. 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.
2. **Recommendation(s)**
 - 2.1 Review report and comment.
3. **Reason for the recommendation(s)**
 - 3.1 Update and consult with Harbours Advisory Committee.

4. The report

4.1 Bridport Harbour (West Bay)

a. Dredging

Dredging for both West Bay and Lyme Regis are undertaken as a single dredging operation. The Coastal Risk Management team are supporting the Harbours team to deliver this work.

Trial Implementation of new Water Injection Dredging techniques are currently underway and are being monitored.

b. Inspections and Repairs

Defects identified are programmed within the Coastal Risk Management team's maintenance and repairs work list. Repair works are prioritised as part of the overall repair needs, that are financed from the constrained revenue budget. Health & Safety repairs will take priority within the current repair programme.

The 2025 inspections are largely complete, and additional defects have been identified and programmed for repair over the next five years. Boat-based inspections for difficult-to-access sections were completed in September. Any remaining programmed repairs for this financial year have been scheduled with Dorset Council Highways and are expected to be completed by end of March 2026.

c. Harbour Wall A and B Works.

Design for the repairs and remediation of Wall B have been completed. Interim stabilising works behind Wall B were completed and has further stabilised the wall.

Due to procurement and licencing requirements, further construction works to both walls are scheduled to commence in Spring 2026, with the main works scheduled for Autumn 2026. Both phases of work are subject to licencing approvals from the Marine Management Organisation and other statutory bodies.

Project team members are keeping kiosk owners updated and working closely with harbour staff.

4.2 Lyme Regis Harbour

a. Dredging

Dredging for both West Bay and Lyme Regis are undertaken as a single dredging operation. The Coastal Risk Management team are supporting the Harbours team to deliver this work.

Trial Implementation of new Water Injection Dredging techniques are in progress and are being monitored.

b. Inspections and repairs

Defects identified are programmed within the Coastal Risk Management team's maintenance and repairs work list. Repair works are prioritised as part of the overall repair needs, that are financed from the constrained revenue budget. Health & Safety repairs will take priority within the current repair programme.

The 2025 inspections are largely complete, and additional defects have been identified and programmed for repair over the next five years. Boat-based inspections for difficult-to-access sections were completed in September. Any remaining programmed repairs for this financial year have been scheduled with Dorset Council Highways and are expected to be completed by end of March 2026.

c. The Cobb Repairs.

A large void at the toe of the seaward wall has been identified. This significant defect is located within a hard-to-reach section and is deemed to need repair before the proposed Lyme Regis Environmental Improvement Phase 5 scheme commences construction.

Designs and consents for a permanent solution were completed and a repair attempted w/c 03/11/2025. Due to adverse weather conditions, the permanent repair involving concrete fill has been postponed until the next suitable tide and weather window in the New Year. A temporary repair was successfully completed in November. This involved placing 11 one-tonne rock bags to partially fill the void and create a protective barrier at the toe of the structure. The bags were craned into position and have been securely lashed together - they are designed to absorb wave energy, helping to mitigate the impact of winter storms.

We will continue to monitor the site closely but are optimistic that the temporary measures will provide sufficient protection against further damage over the coming months.

d. Lyme Regis Environmental Improvement Scheme Phase 5

The project team has recently received further pre-application advice from Historic England (HE) on the proposed outline design. Discussions with HE are ongoing to gain greater clarity on the types of interventions they are likely to support. Their endorsement is essential not only for securing planning consent but also for improving the project's chances of attracting additional external funding.

While a funding shortfall remains, we are optimistic that the scheme may become eligible for increased support following the release of the new DEFRA Policy for flood & coastal erosion funding. We expect further clarity when the Environment Agency publishes its updated appraisal guidelines, scheduled for 30 November 2025. Once funding allocations are confirmed, the project team will assess the implications and provide a further update.

A public engagement session is scheduled for 27 November 2025, where residents and stakeholders will have the opportunity to view the current outline design and share their feedback.

Subject to funding and the necessary consents, the earliest that construction is currently anticipated to begin is summer 2027.

4.3 Weymouth Harbour

a. Dredging

Nothing to note.

b. Inspections and repairs.

Defects identified are programmed within the Coastal Risk Management team's maintenance and repairs work list. Repair works are prioritised as part of the overall repair needs, that are financed from the constrained revenue budget. Health & Safety repairs will take priority within the current repair programme.

The 2025 inspections are largely complete, and additional defects have been identified and programmed for repair over the next five years. Boat-based inspections of the difficult-to-access sections will be carried out during the next available weather window. Unfortunately, these inspections were postponed earlier in the year due to resource constraints. Any remaining programmed repairs for this financial year have been scheduled with Dorset Council Highways and are expected to be completed by end of March 2026.

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

DEFRA released the new Flood and Coastal Erosion Risk Management Funding Policy which outlines the approach to the funding rules and will be implemented from April 2026. The EA is currently developing the updated appraisal guidance which is expected to be released 30 November 2025.

The Weymouth FCERM Scheme will be subject to the new funding rules, as such the delivery of the Outline Business Case (OBC) will be delayed as it will be required to comply with the new appraisal guidance to be eligible for Flood Defence Grant-in-Aid funding.

Technical works on the OBC are still being progressed while the arrival of the new appraisal guidance is being awaited. The surface water investigation is being progressed in collaboration with the relevant Risk Management Authorities and may also be influenced by the new funding guidance.

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

Key Milestones:

Task	Programme
Stakeholder engagement	Ongoing
Outline Business Case Approval	Summer 2026
Full Business Case	Winter 2026 onwards
Design Development	Winter 2026 onwards
Construction Commencement	Winter 2028

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

The Marine Management Organisation (MMO) advised in August 2025 that they required a seagrass survey before they would issue the licence. The seagrass survey was completed on 15 August 2025, and the survey results report presented to Natural England for approval prior to being lodged with the MMO on 11 September 2025. The MMO licence was issued on 14 October 2025, and we are dealing with pre-commencement conditions which have been submitted back to the MMO for review.

Planning approval has been secured, and the Crown Estates licence is in place. The Contractor has established on site and concluded preparatory work for the sheet pile

installation. Sheet piling will commence as soon as we have discharged the Marine Licence pre-commencement conditions. Project completion is forecast for August 2026.

5. **Alternative options considered**

5.1 n/a

6. **Legal considerations**

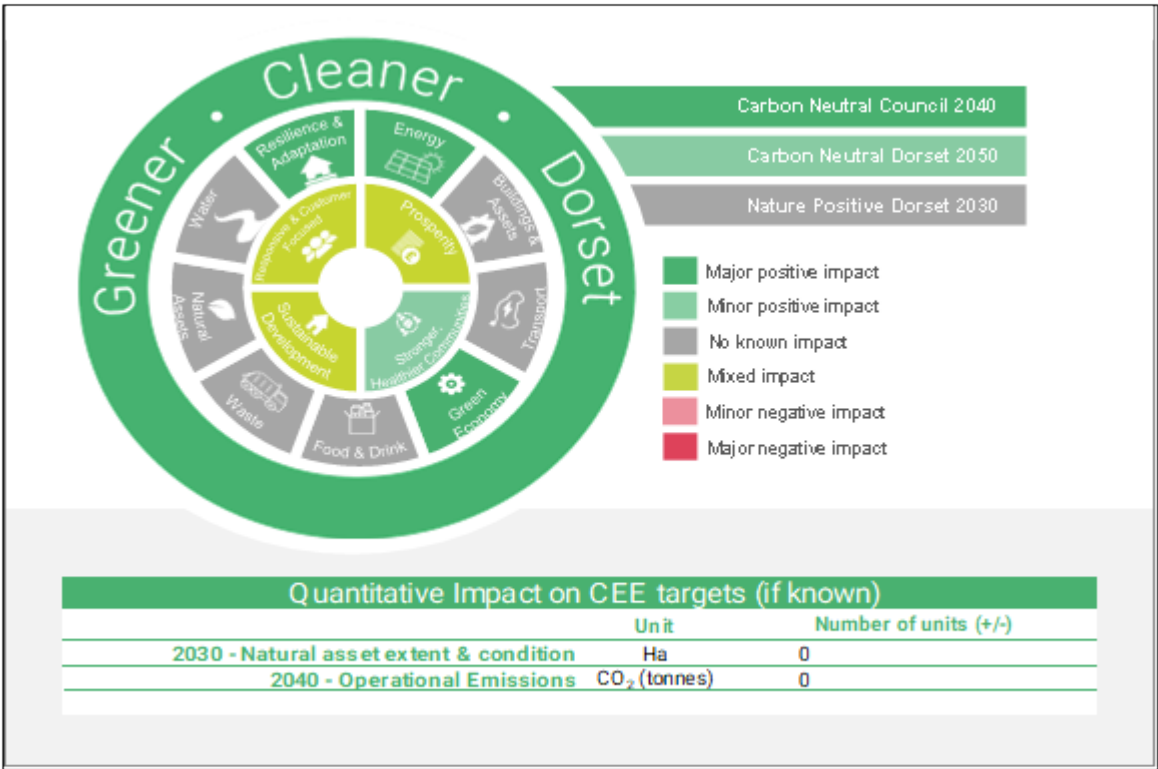
6.1 There are no legal implications arising from this report.

7. **Financial implications**

7.1 There are no financial implications arising from this report.

8. **Natural environment, climate & ecology implications**

8.1



8.2 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 each respective cabinet paper.

9. Well-being and health implications

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

10. Other implications

- 10.1 n/a

11. Risk implications

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

Current Risk: Low

Residual Risk: Low

12. Equalities

- 12.1 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.

13. Appendices

- 13.1 Weymouth Harbour Wall Location Map
13.2 Bridport Harbour Walls A&B Location Map
13.3 Climate Decision Wheel Output

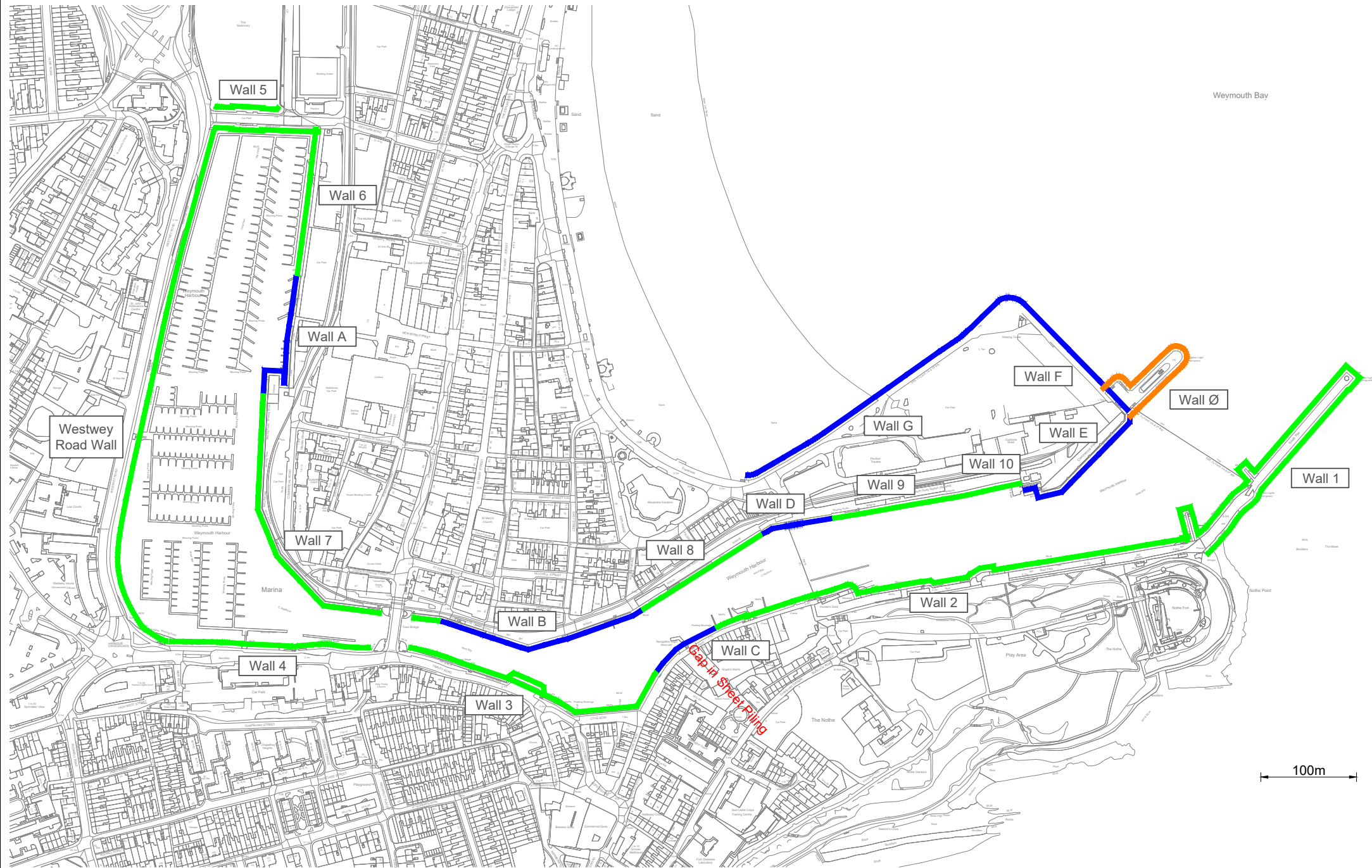
14. Background papers

- 14.1 n/a

15 Report sign-off

- 15.1 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)

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Date	Issue / Purpose	Approved

Notes

Key to existing walls

- Reinforced concrete / masonry (1-10)
- Sheet pile (A-G)
- Concrete pile/beam (Ø)

Revision	Amendments / Revisions	Checked	Date

Assets & Property

South Walks House,
South Walks Road,
DORCHESTER,
Dorset.
DT1 1UZ
Tel: 01305 251010

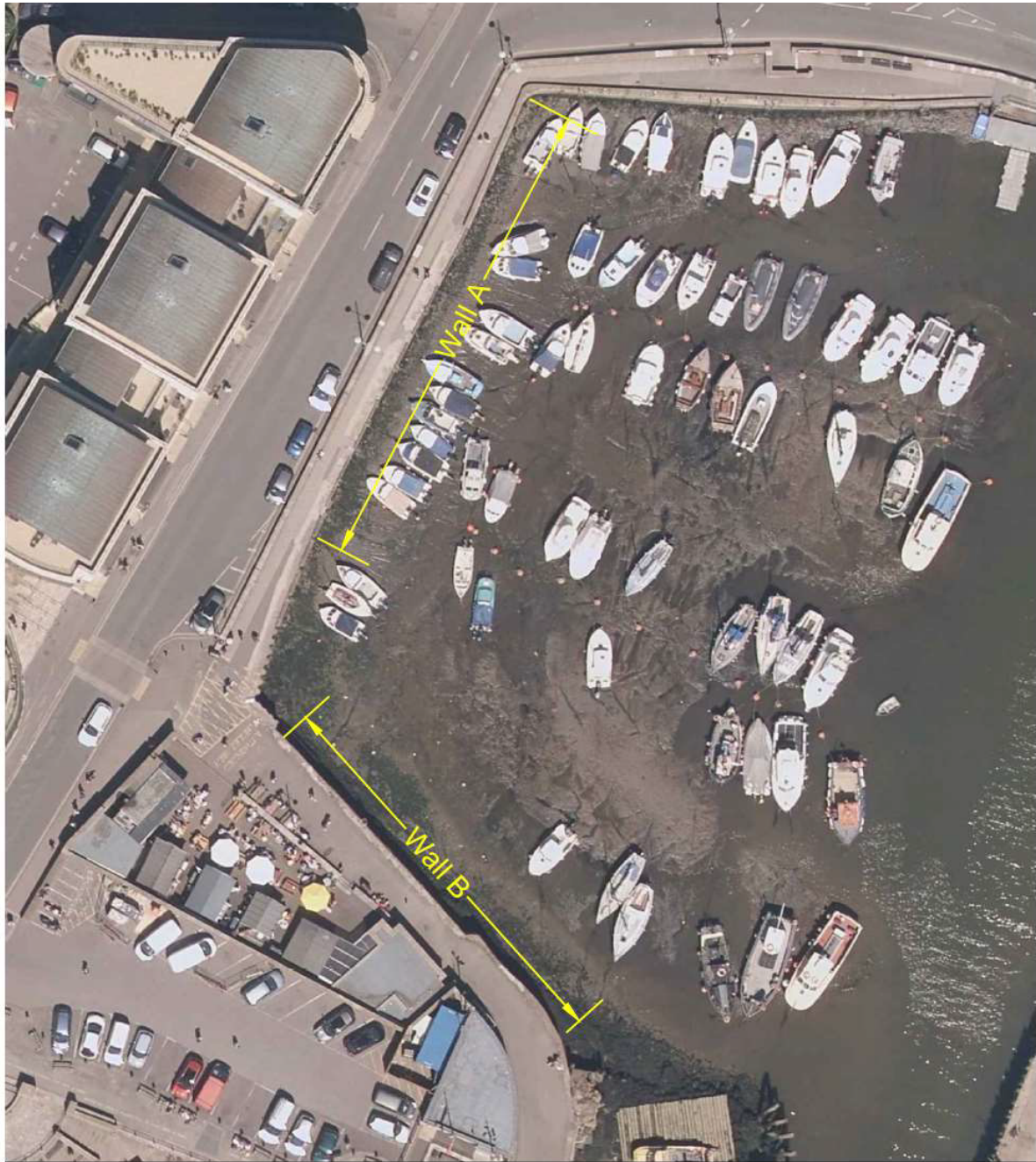
Weymouth

Weymouth Harbour Walls
Remediation Project
Wall Location Plan

Drawn by : DW / PJS	Checked by : MP	Approved by : MP
Date : 20/09/21	Scale : 1 : 5000 (A3)	
Drawing File Reference : Wall Locations 220620.dwg		
Drawing Number :		Rev. :

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Bridport Harbour Walls A&B Location Map:



Photographic Copyright: Channel Coastal Observatory, 2017.

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Harbours Advisory Committee

3 December 2025

Harbour Budget Monitoring Report 2025-26

For Review and Consultation

Cabinet Member:

Cllr J Andrews, Place Services

Local Councillor(s):

All Councillors

Senior Leadership Team:

J Britton, Executive Director for Place Services

Report author and job title:

Ed Carter, Dorset Councils Harbours Manager, James Radcliffe, Bridport and Lyme Regis Harbour Master, Claire Connolly, Weymouth Harbour Business Manager

Email: ed.carter@dorsetcouncil.gov.uk James.radcliffe@dorsetcouncil.gov.uk
claire.connolly@dorsetcouncil.gov.uk

Statutory Authority: Dorset Council

Report status: Public

Executive summary

1. The purpose of the report is report is to set out the current budget forecasts and reserve balances for Dorset Councils Harbours for 2025/26. The financial summaries are given in the appendices.
2. **Recommendation(s)**
 - 2.1 That the Harbours Advisory Group note the 2025/26 budget monitoring figures and reserve balances for Dorset Councils harbours as at the end November 2025.
3. **Reason for the recommendation(s)**
 - 3.1 The Dorset Council Harbours Strategy and Business Plan provide comprehensive five year financial and investment framework that guides the future allocation and use of harbour budgets.
 - 3.2 Strategic goal number 4 of the harbour strategy is to maintain a balanced budget while building the capacity for ongoing investment in the harbours. The

overarching aim is for Dorset's harbours to become financially self-sufficient, with the ability to manage and reinvest reserves to support strategic aims.

- 3.3 Regular budget monitoring and reporting to the Harbours Advisory Committee plays a key role in managing financial risks. This process ensures that income is reviewed against expectations and that any potential under or overspending is identified and addressed promptly.

4. **Bridport Harbour budget predictions: overall £18,000 adverse**

- 4.1 The Bridport Harbour budget was originally set with an anticipated year-end surplus of £80,130; this has now reduced to £62,110. The primary reason for this change is that several projects identified in the business plan were originally scheduled to be funded from reserves. However, with a surplus forecast, these costs will instead be met from the revenue budget.
- 4.2 Other variances to the budget forecast are detailed below.
- 4.3 An overspend is currently forecast on service recharges due to HR and ICT recharges being recalculated after the original budget was agreed at the December 2024 committee. These have been reviewed and updated for future budgets.
- 4.4 A saving is expected due to the vacant Harbour Mechanic post. However, this vacancy is also contributing to a shortfall in income, due to unrealised income-generating activities linked to the role. The saving is further offset by a higher-than-budgeted pay award.
- 4.5 The cost for dredging is likely to be £50,000 lower than budgeted as a full-year dredging programme is not anticipated in this current financial year.
- 4.6 Income from harbour owned car parks are expected to exceed budget expectations. Additionally, income from boating/mooring activities, shop sales and licensing and rents are expected to be on budget.

5 **Lyme Regis budget predictions overall £3,968 favourable:**

- 5.1 Similar to Bridport, an overspend is forecast on service recharges due to HR and ICT recharges being recalculated post-budget setting.
- 5.2 An overspend is forecast due to a higher-than-budgeted pay award and the effects of the re-evaluation of pay (JE) for a number of posts.

- 5.3 A minor overspend is expected due to Business Rates (NNDR) being slightly above budget and increased charges for Bank/Cash Collection and Merchant Charges.
- 5.4 A saving is forecast on the dredging budget, as full-year dredging is not expected in this financial year
- 5.5 A minor shortfall is forecast on mooring income, but other income areas are broadly on target.
- 5.6 Reimbursements and Contributions relate to income generated from memorials. This is below budget; however, this shortfall is offset by a reduction in related expenditure.

6 Weymouth Harbour Budget Predictions overall £529,800 favourable:

- 6.1 The Weymouth Harbour budget was originally set with an expected year-end surplus of £453,200. The latest forecast shows an improved financial position, with the projected surplus now estimated at £983,000.
- 6.2 Income: overall £543,500 favourable**
- 6.3 Revenue is expected to exceed budget expectations across several areas; the primary driver of this increased surplus is a return to normal levels of parking income. This is because of the delay in planned works to Walls F & G, further detail of the financial impact of this is provided later in the report.
- 6.4 In addition, parking income in general across all harbour-owned car parks has shown an increase and the forecast has been adjusted to reflect this improved performance
- 6.5 Income from visiting recreational vessels is lower when compared to last year. However, as budgets are estimated using various scenarios and taking into account a 3-year average, this means that income for recreational visitors including overnight stays slipway usage, and water sports permits, is expected to be on budget.
- 6.6 The marina remains busy. Although overall occupancy is lower than in recent years, it is not outside of expected annual fluctuations.. Income from annual berth holders remains stable and is expected to meet budget targets and income from temporary berths has increased by 30%.

- 6.7 The fish landing quay and its associated facilities, including ice production and catch storage became operational in 2025, creating a new income stream that was not included in the original forecast.
- 6.8 With the Commercial Area now fully re-opened, a review of space and the charging policy for parking and vehicle storage has resulted in new, additional income.
- 6.9 There have been delays in commissioning the new fuel service. Once operational this is expected to generate further income.
- 6.10 Expenditure overall £13,700 adverse**
- 6.11 An overspend on pay-related costs is forecast, driven by a higher-than-budgeted pay award and additional expenditure to cover long-term sickness absences.
- 6.12 An ongoing issue with a water meter at the Peninsular believed to be recording inaccurate readings has now been resolved with a replacement. As a result, water usage has decreased leading to a cost saving.
- 6.13 Waste management costs have been reviewed. We have implemented enhanced recycling practices across the harbour, and these costs have been offset by reducing the number of bins and collection frequencies across several sites.
- 6.14 There have been some additional costs for Legal Services provided in support of the latest Harbour Revision Order
- 6.15 Service recharges for HR and ICT were recalculated after the original budget was agreed at the December committee, for Weymouth, this has resulted in a saving. A review is being undertaken to ensure budgets reflect current service level and costs; adjustments are expected in the 2026/27 budget process
- 6.16 There have been increased costs associated with bank and cash handling charges.
- 6.17 SeaFeast (previously The Seafood Festival) will return to Weymouth Quayside in 2026, and it has been agreed that the harbour will contribute to the event in recognition of the significant value it brings to both the harbour and the town.

7 Reserves Balances and Asset Management Plans

- 7.1 Any Budgeted surpluses for all three harbours go into designated reserves. Any extra surplus at year-end will also be added to these reserves. Decisions on how to use the additional funds will be made at year-end based on priorities and financial needs.
- 7.2 Reserves balances are committed to delivering a programme of works aimed maintaining and improving harbour facilities. These investments are essential to protect income streams and support the strategic priorities outlined in the Dorset Harbours Strategy and Business Plan
- 7.3 Bridport's reserve balance is forecast to be £257,900. A review comparing planned expenditure from reserves against spend from the forecasted surplus will be presented in the next budget monitoring report.
- 7.4 Lyme Regis favourable position of £3,968 will be transferred into a reserve.
- 7.5 The reserve balance for Weymouth is forecast to be £3.2 million. This is split into several separate reserves detailed in the financial plan at appendix 3.
- 7.6 While reserves are currently healthy, over the next few years, several costly projects are scheduled as part of the business plan. Weymouth Harbour has extensive infrastructure that is expensive to maintain and replace so it is essential to recognise that these funds are required to support this level of work.

8 Financial Implications

The report covers harbour budgets. The summary information is presented under the standard corporate headings. Dorset Council has outlined its financial plans for Bridport, Lyme Regis, and Weymouth Harbours for the 2026/27 financial year, with a focus on maintaining safe, sustainable, and economically viable operations. Revenue adjustments and any cost pressures have been considered when setting forecasts.

The harbours accounts form part of the Councils overall Statement of Accounts, which is considered and approved by the Audit Committee.

9 Legal considerations

This report has been reviewed and signed off by the Monitoring Officer and Section 151 Officer, confirming compliance with relevant legal and financial

regulations. All proposed fees and use of reserves are in line with the Council's statutory powers and financial governance requirements.

10 Natural environment, climate & ecology implications

The Harbours' budgets funds items that have implications for sustainability and climate change. In utilising future budgets every effort will be made where possible to consider how carbon output can be minimised and operations made more sustainable.

11 Well-being and health implications

The harbour budget supports safe, well-maintained facilities that contribute to the well-being of harbour users, including local fishermen, recreational boaters, and visitors. Continued investment in infrastructure and services helps promote a safe working environment and supports the economic and social vitality of coastal communities.

12 12 Other implications

Harbour issues are subject to regular consultation with customers, the Harbour Consultative Group and the Harbours Advisory Group.

13 Risk implications

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

Current Risk: Low

Residual Risk: Low

14 Equalities

There are no equalities implications arising from this report

15 Appendices

Appendix 1 Bridport Harbour Financial Summary

Appendix 2 Lyme Regis Harbour Financial Summary

Appendix 3 Weymouth Harbour Financial Summary

16 Background papers

None

17 Report sign-off

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).

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Appendix 1

Budget Monitoring Summary 2025/26 for Bridport Harbour

Harbours Advisory Committee December 2025

	2025/26 Full Yr Budget £	2025/26 Forecast £	Variance £	
Summary of Revenue Budget:				
Expenditure:				
Service Recharges	122,700	135,755	(13,055)	(A)
Pay Related Costs	223,250	203,250	20,000	(F)
Premises Related Costs	43,800	45,123	(1,323)	(A)
Transport Related Costs	13,100	13,195	(95)	(A)
Supplies and Services	236,570	212,328	24,242	(F)
Third Party Payments (Contracted Out)	50,000	90,000	(40,000)	(A)
Total Expenditure	689,420	699,651	(10,231)	(A)
Income:				
Reimbursements & Contributions	29,200	326	(28,874)	(A)
Fees and Charges	740,350	761,435	21,085	(F)
Total Income	769,550	761,761	(7,789)	(A)
Total Bridport Harbour	80,130	62,110	(18,020)	(A)
 Bridport Harbour Reserve (986847)				
	£			
Balance b/f from 2024/25	195,793			
2025/26 Predicted transfer to reserves	62,110			
Forecast balance at year end	257,903			

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Appendix 2
Budget Monitoring Summary 2025/26 for Lyme Regis Harbour
Harbours Advisory Committee December 2025

	2025/26	2025/26	Variance	
	Full Yr Budget	Forecast		
	£	£	£	
Summary of Revenue Budget:				
Expenditure:				
Service Recharges	78,410	84,508	(6,098)	(A)
Pay Related Costs	153,740	193,240	(39,500)	(A)
Premises Related Costs	37,460	39,345	(1,885)	(A)
Transport Related Costs	14,470	10,937	3,533	(F)
Supplies and Services	112,100	72,357	39,743	(F)
Third Party Payments (Contracted Out)	30,000	30,000	0	(F)
Total Expenditure	426,180	430,387	(4,207)	(A)
Income:				
Government Grants	0	0	0	(F)
Reimbursements & Contributions	2,750	34	(2,716)	(A)
Fees and Charges	423,430	434,321	10,891	(F)
Total Income	426,180	434,355	8,175	(F)
Total Lyme Regis Harbour	852,360	864,742	3,968	(F)
 Lyme Regis Harbour Reserve (986988)				
	£			
Balance b/f from 2024/25	0			
2025/26 Predicted transfer to reserves	3,968			
Forecast balance at year end	3,968			

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Appendix 3
Budget Monitoring Summary 2025/26 for Weymouth Harbour
Harbours Advisory Committee December 2025

	2025/26 Estimate £	2025/26 Predicted £	Variance £	
Summary of Harbour Operational Budget:				
Expenditure:				
Pay related costs	760,900	775,000	(14,100)	(A)
Premises	208,500	180,000	28,500	(F)
Transport	1,300	1,300	0	(F)
Supplies and Services	195,000	196,900	(1,900)	(A)
Routine Maintenance	51,500	51,500	0	(F)
Service Recharges	229,000	184,000	45,000	(F)
Contribution to FCERM	40,000	40,000	0	(F)
Contribution to SeaFest		50,000	(50,000)	(A)
Parking costs	262,500	283,700	(21,200)	(A)
Total Expenditure	1,748,700	1,762,400	(13,700)	(A)
Income:				
Rents and Licences	222,900	226,400	3,500	(F)
Recoverables	42,700	45,200	2,500	(F)
Commercial Activities	225,300	244,300	19,000	(F)
Leisure Activities	1,157,900	1,196,600	38,700	(F)
Parking	553,100	1,032,900	479,800	(F)
Total Income	2,201,900	2,745,400	543,500	(F)
Budgeted Surplus	453,200	983,000	529,800	(F)

Harbour Reserves Summary 2025/26

End of year reserve predicted balance	B/f	Surplus In	In year spend	Balance
Emergency and Contingency	700,000		500,000	200,000
Maintenance dredging	163,600	20,000	0	183,600
Pleasure Pier	166,500	10,000	0	176,500
Asset Management	1,069,000	100,000	534,500	634,500
Development and Project	1,717,200	323,200	375,000	1,665,400
Contribution 2 to Weymouth Quay Regeneration			186,000	(186,000)
Budget monitoring - favourable		529,800		529,800
	3,816,300	983,000	1,595,500	3,203,800
Reserves: Walls F&G Repairs				
Balance b/f	500,000	In year	Balance	
Year 2 of 3: funded from reserves		500,000	<u>1,000,000</u>	
Reserves: Capital Receipts				
Balance b/f	69,000	In year	Balance	
		0	<u>69,000</u>	

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Harbours Advisory Committee

3 December 2025

Harbour Budget and Setting of Fees and Charges 2026/27

For Recommendation to Cabinet

Cabinet Member:

Cllr J Andrews, Place Services

Local Councillor(s):

All Councillors

Senior Leadership Team:

J Britton, Executive Director for Place Services

Report author and job title:

Ed Carter, Dorset Councils Harbours Manager, James Radcliffe, Bridport and Lyme Regis Harbour Master, Claire Connolly, Weymouth Harbour Business Manager

Email: ed.carter@dorsetcouncil.gov.uk James.radcliffe@dorsetcouncil.gov.uk
claire.connolly@dorsetcouncil.gov.uk

Statutory Authority: Dorset Council

Report status: Public Choose an item.

Executive summary

1. The purpose of the report is to set out the budget and the predicted balance of harbour reserves for Bridport, Lyme Regis, and Weymouth Harbours for 2026/27. This requirement includes setting fees and charges for all harbours. The financial summaries are given in the appendices.
2. **Recommendation(s)**
 - 2.1 That Cabinet asks Full Council to
 1. Approve fees and charges for Bridport, Lyme Regis and Weymouth Harbours for 2026/27.
 2. Approve the forecasted budget for Bridport, Lyme Regis and Weymouth Harbour for 2026/27

3. **Reason for the recommendation(s)**

- 3.1 The Harbours Advisory Committee is responsible for informing Cabinet on the 2026/27 budget, reserve balances and proposed fees and charges for Bridport, Lyme Regis and Weymouth Harbours.

4. **Fees and charges 2026/27**

- 4.1 The harbours have carried out a bench marking exercise to assist with reviewing fees and charges.
- 4.2 Benchmarking provides a good starting point; however, consideration must also be given to the differing facilities and services on offer and historic price increases. Over the past three years, most harbour fees have increased by between 5% and 7.5%.
- 4.3 We need to ensure we have confidence that any price increase reflects the service provision and facilities we offer.
- 4.4 For Weymouth the bench marking focused on four key areas: annual recreational mooring fees, rates for visiting vessels, commercial berthing charges, which included charges levied for storage
- 4.5 Some key points from benchmarking that need to be considered when evaluating pricing strategy are:
- 4.6 Annual mooring fees for recreational craft: We remain competitively priced, with fees generally lower than those charged by comparable harbours. However, it is important to acknowledge that our facilities are not of the same standard or quality as those found in higher-priced locations.
- 4.7 Current rates for visiting recreational vessels are slightly above average and over the past three years, price increases for these visitors have risen more sharply than those applied to our other fees. Our visitor berths are typically offered alongside or rafted, whereas many competing harbours provide dedicated marina-style berthing at comparable rates. This difference in berth type may impact perceived value and visitor experience.
- 4.8 Annual commercial fees are slightly higher than those at some comparable harbours. However, unlike certain other locations, we do not levy separate harbour dues. This means that while headline fees may appear higher, the overall cost to commercial users remains competitive when considered in full.
- 4.9 Weymouth harbour provides a substantial amount of dedicated storage space for local fishermen to safely store their gear. This provision plays a vital role in

maintaining clear and safe working conditions on the pontoons. During our benchmarking exercise, we found that many other ports and harbours do not offer similar storage facilities. Among those that do, the associated charges are significantly higher than those currently applied at Weymouth.

5 Pricing recommendations for 2026/27:

- 5.1 Dorset Council has set a minimum expectation of a 3.4% increase in fees and charges. It is proposed that in general, this is applied across all three harbours.
- 5.2 Minor variations in fees may occur due to rounding adjustments. These are made to ensure pricing remains clear, consistent, and easy to process for both customers and administrative systems.
- 5.3 Where a variation from the proposed 3.4% price increase is justified, the relevant exceptions are outlined below:

Bridport & Lyme Regis		
Fee		Rationale
Winter Mooring Fee	No increase	To increase the difference between the summer rate to encourage take up.
Annual & Summer Vessel Storage	Increase by £30 per meter	To increase take up of harbour services. In return we will offer: Slipway user's season tickets free of charge, plus 10% discount on launch and recovery services. Mooring holders free launch and recovery at start and end of season plus one free pressure wash of hull.
Boat Lifting Charge	No increase	Feedback is that the fee is already high and is currently comparable.
Launch and Recovery Service	Increase by 20%	To bring the fee more in-line with other harbours.

Quayside Parking	No increase	Results from recent customer survey showed a large concern for private mooring holders is the cost of parking.
Commercial fishing vessel overnight and landing fees	No increase	Already high compared to other harbours.
Weymouth		
Fee		Rationale
Visiting recreational visitors – overnight stays	No increase	Fee increases over the past three years have been relatively high, with increases of 11.5% in 2022, 10% in 2023, and 7% in 2024. Our rates for visiting recreational vessels are slightly above average. Unlike competitors offering marina-style berths, our visitor berths are typically alongside or rafted, which may affect perceived value.
Fishermen's Storage	Increase from £2.15 per pallet per month to £5.00 per pallet per month.	Benchmarking shows that few other harbours provide this service, and those that do typically charge considerably more.

6 Budget forecasts for 2026/27

- 6.1 The Dorset Council Harbours Strategy and Business Plan outline a five-year financial and investment framework to guide future budget decisions. It has helped refocus priorities and align resources with long-term operational and strategic goals.
- 6.2 As detailed in the Business Plan, significant investment is planned across Dorset Council Harbours over the next five years.
- 6.3 Investment in harbour facilities is essential to protecting existing income streams and enabling future growth.

- 6.4 The Business Plan demonstrates that substantial investment over the next five years is achievable while maintaining a financial reserve. This ensures the harbours remain safe, legally compliant, sustainable, and economically viable in the long term.
- 6.5 Budgets for all three harbours have been based on the following
- Existing operational arrangements, unless stated otherwise
 - Occupancy rates for moorings and visitors remain stable
 - Proposed changes to fees and charges as set out in the report are approved
 - Assumed pay award of 3.2% and incremental salary increases
 - Anticipated increase in energy costs of 7% for electricity, 3.4% for water and fuel
 - Inflationary increases applied of 3.4% where appropriate
- 6.6 A detailed financial breakdown for each harbour is provided in the appendices. The variations to budgets that impact all three harbours are as follows. Variations relating to individual harbour budgets are presented later in the report.
- 6.7 The cost for shared services such as IT support, facilities management, HR, finance have been reviewed to better reflect a more accurate costing. For all three harbours this has resulted in a saving. For some areas, at the time of writing this report the final figure has not been fully approved and there may be a counterproposal that impacts the final budget.
- 6.8 In line with the current Dorset Council budget-setting timetable, assumptions regarding pay, inflation, and other key factors are still subject to change over the coming weeks and months. As such, the figures presented could be subject to change.

7 Bridport budget forecast 2026/27

- 7.1 The financial outlook for Bridport remains positive, with a projected surplus of £90,400. A detailed budget summary is provided in appendix 2.
- 7.2 This surplus marks an improvement on last year's position, driven by increased parking revenue and the dedicated efforts of the harbour team. Their success in recent years boosting income and implementing operational efficiencies continues to play a key role in strengthening the harbour's financial performance.

- 7.3 In addition to the pay award the budget for pay-related costs has been adjusted to provide a more realistic figure based on current staffing levels.
- 7.4 There have been some increased costs relating to establishing dedicated budgets for banking and cash collection charges
- 7.5 Third-party contractor costs are forecast to increase by £10,000 to more accurately reflect actual expenditure trends in recent years.
- 7.6 The dredging budget has been restored to previous levels. In November, a trial of Water Injection Dredging has been undertaken at Bridport and Lyme Regis. If successful, this approach could significantly reduce the high annual costs currently allocated for maintenance dredging. However, as the trial is still ongoing, no adjustments have been made to the 2026/27 budget at this stage.

8 Lyme Regis forecast 2026/27

- 8.1 Historically, the Lyme Regis budget has been supplemented by the corporate budget. However, it is now expected to operate on a cost-neutral basis, with future budgets anticipated to break even.
- 8.2 This shift towards cost neutrality presents challenges when setting the budget, even with thorough scrutiny across all areas. Balancing operational needs with financial constraints requires careful consideration and pressures remain in achieving a break-even position.
- 8.3 Employee costs have increased due to the re-evaluation of posts under the Job Evaluation (JE) process. As a result, incremental pay rises will apply over the next few years, leading to pay increases that exceed standard inflationary awards.
- 8.4 In most areas, space is already at capacity, making it challenging to generate additional income. Inflationary increases have generally been applied to income budgets.
- 8.5 Based on current year actuals, parking income is expected to rise, while income from mooring fees is projected to be slightly lower than last year. These trends have been reflected in the current year forecasts
- 8.6 The dredging budget has been restored to previous levels. In November, a trial of Water Injection Dredging has been undertaken at Bridport and Lyme Regis. If successful, this approach could significantly reduce the high annual

costs currently allocated for maintenance dredging. However, as the trial is still ongoing, no adjustments have been made to the 2026/27 budget at this stage

9 Weymouth forecast 2025/26

- 9.1 The financial picture for Weymouth remains healthy and is forecast to return a surplus of £603,300.
- 9.2 A significant impact is forecast on the harbour budget for 2026/27 for the partial closure of the car park located on the Peninsular to facilitate the repairs to walls F&G. This budgetary change was originally anticipated in 2025/26; however, due to a delayed start to the works, the financial impact now falls within the new financial year. As a result, income for the previous year has returned to normal levels.
- 9.3 New income streams, including the sale of ice, use of catch stores, expanded storage areas for fishermen, and parking in the commercial area, have contributed to increased revenue.
- 9.4 The highly successful visit of the vessel *Waverley* generated new income for the harbour. As she is scheduled to return to Weymouth this year, projected income from her upcoming visit has been included as new revenue in the budget.
- 9.5 Income and costs associated with selling fuel from the new fuel pontoon are currently difficult to forecast. Rather than include an arbitrary figure, it has been decided not to estimate this at this stage. As the service becomes established, any financial changes will be reported throughout the year as part of budget monitoring.

10 Reserves and Asset Management Plans

- 10.1 Harbour reserves are built up to enable the harbours to be financially self-sufficient and to build the ability to invest into the harbours. Any year end surpluses are transferred into reserves.
- 10.2 Over the next 5 years, significant investment is planned as outlined in the business plan. Where reserves exist, they are fully committed to these works.
- 10.3 The tables below show the financial commitments of the Asset Management Plans and Development and Project Plan for the next 3 years:

Asset Management Plan			
	Bridport	Lyme Regis	Weymouth
2026/27	£291,000	£28,400	£364,000
2027/28	£40,200	£29,100	£219,500
2028/29	£18,000	£29,900	£271,800

Development and Projects	
	Weymouth
2026/27	£1,500,000
2027/28	£500,000
2028/29	£500,000

- 10.4 **For Bridport reserves** it is anticipated that the opening balance carried forward will be £257,900. The projected surplus for 2026/27 will be transferred into reserves, resulting in an estimated closing balance of £348,000.
- 10.5 Projects outlined in the business plan, with expected costs of £291,000 are expected to be funded from a combination of reserves and revenue.
- 10.6 **Lyme Regis** opening balance is expected to be £3,900. There is no surplus expected in the 2026/27 financial year.
- 10.7 **For Weymouth**, the predicted year end forecast is £1.46 million. The reserve is split to give clarity and show how and where the reserves are committed ensuring sufficient funds are available for both development and existing asset maintenance.
- 10.8 Reserve funds have been established for future repairs to the Pleasure Pier and for Maintenance dredging. These annual allocations were made historically, and a review will be undertaken to assess whether the current balances are adequate and to determine what future contributions may be required to ensure the reserves remain fit for purpose.

- 10.9 At a Cabinet meeting in 2024, it was approved that £1.48M in funding for the repair of harbour walls F and G would be met from Weymouth Harbour reserves. This funding is allocated over three years, with the final transfer scheduled for 2026/27. The balance is held in a separate reserve fund. If there is an underspend on this initial programme of works, the remaining balance will stay within the reserve to support future wall repairs.
- 10.10 Capital receipt reserves are generated from the sale of assets and can only be spent on capital projects, such as buying new assets (e.g. land, buildings, vehicles) or improving existing ones.

11 Financial Implications

- 11.1 The report covers harbour budgets. The summary information is presented under the standard corporate headings. Dorset Council has outlined its financial plans for Bridport, Lyme Regis, and Weymouth Harbours for the 2026/27 financial year, with a focus on maintaining safe, sustainable, and economically viable operations. Revenue adjustments and any cost pressures have been considered when setting forecasts.
- 11.2 The harbours accounts form part of the Councils overall Statement of Accounts, which is considered and approved by the Audit Committee.

12 Legal considerations

- 12.1 This report has been reviewed and signed off by the Monitoring Officer and Section 151 Officer, confirming compliance with relevant legal and financial regulations. All proposed fees and use of reserves are in line with the Council's statutory powers and financial governance requirements.

13 Natural environment, climate & ecology implications

- 14.1 The Harbours' budgets funds items that have implications for sustainability and climate change. In utilising future budgets every effort will be made where possible to consider how carbon output can be minimised and operations made more sustainable.

15 Well-being and health implications

- 15.1 The harbour budget supports safe, well-maintained facilities that contribute to the well-being of harbour users, including local fishermen, recreational boaters, and visitors. Continued investment in infrastructure and services helps promote a safe working environment and supports the economic and social vitality of coastal communities.

16 Other implications

- 16.1 Harbour issues are subject to regular consultation with customers, the Harbour Consultative Group and the Harbours Advisory Group.

17 Risk implications

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

Current Risk: Low

Residual Risk: Low

18 Equalities

- 18.1 There are no equalities implications arising from this report

19 Appendices

- 19.1 Appendix 1 Bridport Harbour Financial Summary
- Appendix 2 Lyme Regis Harbour Financial Summary
- Appendix 3 Weymouth Harbour Financial Summary

20 Background papers

- 20.1 None

21 Report sign-off

- 21.1 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).

Appendix 1
Budget Forecast Summary 2026/27 for Bridport Harbour
Harbours Advisory Committee 3 December 2025

	2025/26	2025/26			2026/27
	Full Yr Budget	Forecast	Variance		Proposed Budget
	£	£	£		£
Summary of Revenue Budget:					
Expenditure:					
Internal Charges (Expenditure)	122,700	135,755	(13,055)	(A)	93,100
Pay Related Costs	223,250	203,250	20,000	(F)	270,600
Premises Related Costs	43,800	45,123	(1,323)	(A)	48,000
Transport Related Costs	13,100	13,195	(95)	(A)	13,400
Supplies and Services	236,570	212,328	24,242	(F)	243,600
Third Party Payments (Contracted Out)	50,000	90,000	(40,000)	(A)	60,000
Total Expenditure	689,420	699,651	(10,231)	(A)	728,700
Income:					
Reimbursements & Contributions	29,200	326	(28,874)	(A)	24,500
Fees and Charges	740,350	761,435	21,085	(F)	794,600
Total Income	769,550	761,761	(7,789)	(A)	819,100
Budgeted Surplus	80,130	62,110	(18,020)	(A)	90,400
 Bridport Harbour Reserve (986847)					
	£				
Balance b/f from 2025/26	257,903				
2026/27 Predicted Transfer to Reserves	90,400				
Forecast at Year End	348,303				

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Appendix 2
Budget Forecast Summary 2026/27 for Lyme Regis Harbour
Harbours Advisory Committee 3 December 2025

	2025/26	2025/26			2026/27
	Full Yr Budget	Forecast	Variance		Proposed Budget
	£	£	£		£
Summary of Revenue Budget:					
Expenditure:					
Internal Charges (Expenditure)	78,410	84,508	(6,098)	(A)	38,500
Pay Related Costs	153,740	193,240	(39,500)	(A)	225,900
Premises Related Costs	37,460	39,345	(1,885)	(A)	43,700
Transport Related Costs	14,470	10,937	3,533	(F)	14,700
Supplies and Services	112,100	72,357	39,743	(F)	86,800
Third Party Payments (Contracted Out)	30,000	30,000	0	(F)	30,000
Total Expenditure	426,180	430,387	(4,207)	(A)	439,600
Income:					
Government Grants	0	0	0	(F)	
Reimbursements & Contributions	2,750	34	(2,716)	(A)	500
Fees and Charges	423,430	434,321	10,891	(F)	439,100
Total Income	426,180	434,355	8,175	(F)	439,600
Total Lyme Regis Harbour	0	3,968	3,968	(F)	0
Lyme Regis Harbour Reserve (986988)	£				
Predicted balance b/f from 2025/26		(3,968)			
2026/27 Predicted Transfer to Reserves		0			
Forecast at Year End		(3,968)			

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Appendix 3
Budget Forecast Summary 2026/27 for Weymouth Harbour
Harbours Committee 3 December 2025

	2025/26 Full Yr Budget £	2025/26 Forecast £	2026/27 Estimate £
Summary of Harbour Operational Budget:			
Expenditure:			
Employees	760,900	775,000	808,000
Premises	208,500	180,000	185,300
Transport	1,300	1,300	1,400
Supplies and Services	195,000	196,900	204,000
Routine Maintenance	51,500	51,500	51,500
Service Recharges (Inc FCERM)	229,000	184,000	138,500
Contribution to FCERM	40,000	40,000	-
Contriubtion to SeaFeast		50,000	
Parking costs	262,500	283,700	271,400
Total Expenditure	1,748,700	1,762,400	1,660,100
Income:			
Rents and Licences	222,900	226,400	229,900
Recoverables	42,700	45,200	54,200
Commercial Activities	225,300	244,300	248,800
Leisure Activities	1,157,900	1,196,600	1,165,200
Parking	553,100	1,032,900	565,300
Total Income	2,201,900	2,745,400	2,263,400
Budget Surplus	453,200	983,000	603,300

Harbour Reserves Summary 2026/27

	End of year reserve balance	b/f	Surplus In	In year spend	Balance
	Emergency and Contingency	200,000	100,000	480,000	(180,000)
	Maintenance dredging	183,600	20,000		203,600
	Pleasure Pier	176,500	10,000		186,500
	Asset Management	634,500	100,000	364,000	370,500
	Development and Project	1,665,400	373,300	1,500,000	538,700
	WQRP Contributio	(186,000)			(186,000)
	Budget monitoring - favourable	529,800			529,800
		3,203,800	603,300	2,344,000	1,463,100
		Balance b/f	In year	Balance	
Reserves: Walls F&G Repairs		1,000,000	480,000	<u>1,480,000</u>	
		Balance b/f	In year	Balance	
Reserves: Capital Receipts		69,000	0	<u>69,000</u>	

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Harbours Advisory Committee

3 December 2025

Dorset Council Harbours Marine Safety Plan Review

For Recommendation to Cabinet Member

Cabinet Member:

Cllr J Andrews, Place Services

Local Councillor(s): All Councillors

Senior Leadership Team:

J Britton, Executive Director for Place Services

Report author and job title: Ed Carter – Dorset Council Harbours Manager & Weymouth Harbour Master

Email: ed.carter@dorsetcouncil.gov.uk

Statutory Authority: Dorset Council

Report status: Public Choose an item.

1. **Executive summary**

- 1.1 Dorset Council has completed a scheduled review of its Marine Safety Plan for Bridport (West Bay), Lyme Regis, and Weymouth Harbours, ensuring continued compliance with the Port & Marine Facilities Safety Code (PMSC) and alignment with best practice. The updated Plan strengthens governance, clarifies responsibilities, and sets out clear objectives for safe, effective, and environmentally responsible harbour operations.

2. **Recommendations**

- 2.1 1. That the Harbours Advisory Committee recommend that the Cabinet Member for Place Services approve the Dorset Council Harbours Marine Safety Plan 2026 – 2029 be adopted.
2. That the Harbours Advisory, in conjunction with the Designated Person, hereby formally notify the Duty Holder that the three Dorset Council Harbours are fully compliant with the Port and Marine Facilities Safety Code.

3. Reason for the recommendations

- 3.1 1. The Marine Safety Plan has been reviewed and updated to ensure continued compliance with the PMSC, reflect current operational priorities, and incorporate stakeholder feedback. Its adoption will provide a clear framework for safe, accountable, and resilient harbour operations across Dorset Council's three Statutory Harbour Authority locations.
2. A three-yearly compliance exercise is scheduled to begin in early 2026, requiring all marine facilities, including harbours, to report their adherence to the PMSC to the Maritime and Coastguard Agency.

Following the Designated Person's audit reports over the past three years, the recent review of the Marine Safety Plan, and the consistently high standards maintained by the teams across the three harbours, the committee is formally notifying the Duty Holder that the harbours are compliant with the PMSC ahead of the upcoming exercise.

3. The report

- 3.1 Dorset Council has undertaken a comprehensive review of its Marine Safety Plan to ensure that harbour operations at Bridport (West Bay), Lyme Regis, and Weymouth remain fully compliant with the PMSC. This review was part of a three-year cycle and reflects the Council's ongoing commitment to maintaining safe, effective, and environmentally responsible marine operations. The process began with benchmarking against a range of best practice examples from other UK harbour authorities. These comparisons helped to identify areas for improvement and informed the development of a more robust and transparent framework for Dorset Council's own Marine Safety Plan.
- 3.2 The revised Plan introduces a significantly expanded structure, including a detailed Improvement Plan that sets out strategic safety objectives supported by specific actions and measurable outcomes. A RACI matrix has been embedded throughout to define who is Responsible, Accountable, Consulted, and Informed for each action, ensuring clarity of roles and strengthening governance. This approach supports continuous improvement and enables more effective monitoring and reporting of progress. The Plan also reinforces the role of the Harbours Advisory Committee, the Duty Holder, the Designated Person, and the Harbour Consultative Groups, ensuring that all governance bodies are aligned with the principles of the PMSC and statutory obligations.
- 3.3 In addition to structural improvements, the Plan incorporates recent and forthcoming legislative updates. The Weymouth Harbour Revision Order 2021 and the imminent Bridport and Lyme Regis Harbour Revision Order 2026

have been integrated into the Plan to reflect modernised statutory powers and operational authority. These updates ensure that Dorset Council's harbours operate within a current legal framework and are equipped to enforce safety and environmental regulations effectively. The Plan also supports the Council's ability to issue General Directions and maintain a consistent approach to enforcement across all three harbours.

- 3.4 The Marine Safety Plan has been aligned with Dorset Council's broader strategic goals, including the Harbours Strategy and the Climate & Ecological Emergency Strategy. This ensures that marine safety planning contributes to the Council's environmental commitments and long-term vision for sustainable harbour operations. The revised Plan will be reviewed annually, with progress reported to the Harbours Advisory Committee and the Duty Holder, and a full review scheduled every three years. Its adoption will provide a clear and accountable framework for managing marine safety across Dorset Council's harbours.

- 3.5 The draft Dorset Council Harbours Marine Safety Plan can be found at Appendix 1.

4. **Alternative options considered**

Not applicable.

5. **Legal considerations**

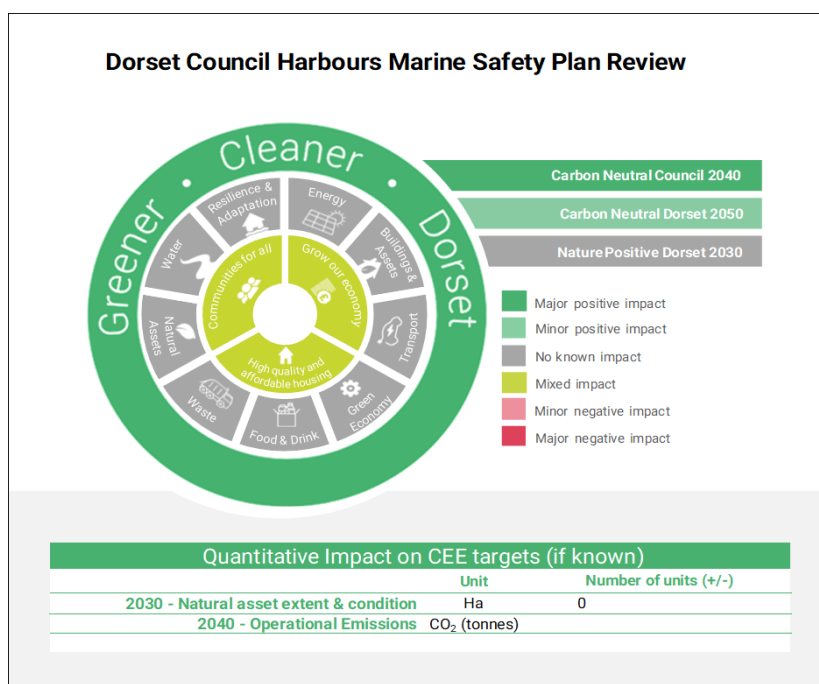
None.

6. **Financial implications**

There are financial considerations with the ongoing work in the harbour which includes ensuring compliance with the Port Marine Safety Code. These are managed through the routine Committee budget setting and monitoring processes.

7. **Natural environment, climate & ecology implications**

There are no climate implications linked to the subject of this report. However, the Harbours aim to meet the targets of the Dorset Council Climate and Ecological Emergency Strategy. Adopted by Dorset Council in July 2021, the Climate and Ecological Emergency Strategy sets out a framework for action to become a carbon neutral Council and the direction of travel needed for a County-wide approach. Harbours have an important role in helping to deliver some of the goals set out within the strategy and will aim to reduce their carbon footprint in line with that of other Council Services.



8. Well-being and health implications

There are no wellbeing and health implications resulting from the subject of this report. However, established safety management systems at the harbours support the ongoing health and well-being of harbour users and harbour employees.

9. Other implications

None.

10. Risk implications

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

Current Risk: Low

Residual Risk: Low

11. Equalities

There are no equalities impact issues resulting from the subject of this report.

12. Appendices

12.1 Appendix One - DRAFT Dorset Council Harbours MSP 2026-2029

13. Background papers

13.1 None.

7 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).

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Dorset Council Harbours Marine Safety Plan

2026 – 2029

Bridport (West Bay), Lyme Regis, Weymouth



Introduction

This Marine Safety Plan sets out Dorset Council's commitment to ensuring safe and effective marine operations across its three Statutory Harbour Authority locations: Bridport (West Bay), Lyme Regis, and Weymouth. The plan aligns with the principles of the Port & Marine Facilities Safety Code (PMSC), which provides a national standard for port safety management, and incorporates guidance from the 'Guide to Good Practice on Port Marine Operations'. It also integrates the individual Marine Safety Management Systems (MSMS) maintained by each harbour, which detail local operational procedures, risk assessments, and compliance measures.

Governance and Accountability

Dorset Council has appointed the Cabinet Member for Place Services, Cllr Jon Andrews, as the Duty Holder. The Duty Holder, as defined by the PMSC, refers to the individual(s) or corporate board who are individually and collectively accountable for ensuring their organisation complies with the Code, maintains an effective Marine Safety Management System, appoints a designated person, secures appropriate resources, and reports compliance to the Maritime & Coastguard Agency every three years. They cannot delegate this accountability and must uphold legal and regulatory obligations pertaining to marine safety.

The Duty Holder has appointed James Hannon of ABPmer as the Designated Person. The Designated Person, under the PMSC, is an independent appointee tasked with assuring the Duty Holder that the Marine Safety Management System is operating effectively and providing impartial advice on marine safety matters. The Designated Person must possess thorough knowledge of the Code and Guide to Good Practice and have direct access to the Duty Holder to report safety concerns.

The Harbours Advisory Committee plays a central role in the governance of Dorset Council's harbours. It meets quarterly to review safety, operational performance, financial management, environmental, and strategic progress across Bridport (West Bay), Lyme Regis, and Weymouth. The Committee advises the Duty Holder and ensures that harbour operations remain aligned with the Dorset Council Harbours Strategy and the principles of the PMSC. Each harbour also maintains a Harbour Consultative Group, comprising local stakeholders, user representatives, and community voices. These groups meet regularly to provide feedback, support continuous improvement, and ensure transparency in decision-making.

This Marine Safety Plan is owned by the Duty Holder, supported by the Designated Person, and advised on by the Harbours Advisory Committee. It is reviewed annually to assess progress against objectives and updated as necessary to reflect changes in legislation, operational priorities, or stakeholder feedback. A full review and

republishing of the Plan takes place every three years, in line with the PMSC compliance cycle, and the approval and adoption of the Plan, along with notification by the Duty Holder to Dorset Council that the three Harbours are fully compliant with the PMSC.

Dorset Council's status as Statutory Harbour Authority over its harbours is established through Harbour Revision Orders, which provide the legal framework for the regulation and management of marine operations. Weymouth Harbour operates under the Weymouth Harbour Revision Order 2021, which modernised its governance and operational powers in line with the PMSC. Bridport (West Bay) and Lyme Regis Harbours are governed by the Bridport and Lyme Regis Harbour Revision Order 2026. These Orders enable Dorset Council to make General Directions, enforce safety and environmental regulations, and ensure the safe and efficient use of harbour facilities. They form the statutory basis for the Council's Marine Safety Management Systems and support its compliance with national standards.

Policy

Dorset Council is committed to the safe, effective, and environmentally responsible operation of its three Statutory Harbour Authority locations.

In accordance with the Health and Safety at Work Act 1974, the PMSC, and the principles of good governance, Dorset Council will ensure that:

- All harbour and associated marine operations will be conducted in a manner that protects the safety and health of harbour users, employees, contractors, and the public, while minimising adverse impacts on the environment and local communities.
- Harbour operations will be governed by a Marine Safety Management System (MSMS) that is risk-based, regularly reviewed, and aligned with national standards and best practice guidance, including the PMSC and the Guide to Good Practice on Port Marine Operations.
- Regular consultation is conducted with stakeholders through established Harbour Consultative Groups and wider engagement on significant programmes, projects, and policy changes.
- Dorset Council Harbours operate within a strategic framework set out in the Harbours Strategy, in which a key aim is to achieve operational financial self-sufficiency. Financial sustainability is essential to maintaining safe infrastructure, delivering statutory functions, and enabling long-term investment in harbour facilities. The Council will continue to seek external funding where appropriate, particularly for major infrastructure improvements

and coastal defence projects, while ensuring that core operations remain resilient and compliant with safety standards.

- Harbour operations will contribute to Dorset Council's wider environmental commitments, including its Natural Environment, Climate and Ecology Strategy, through responsible resource use, pollution prevention, and habitat protection.

Further details on Dorset Council's overarching policies [can be found on the Dorset Council Website](#).

Navigation-specific policies, procedures, notices, and directions are available via:

- [Bridport \(West Bay\) Harbour](#)
- [Lyme Regis Harbour](#)
- [Weymouth Harbour](#)

Standing Objectives for Marine Operations

Improvement Plan

To achieve continuous improvement in marine safety, an improvement plan has been created which sets out marine safety objectives. The progress of this plan will be reported annually to the Harbours Advisory Committee and Duty Holder.

Each objective is assigned a set of actions and outcomes that when complete will be used to evidence achievement of that objective. To facilitate this, four specific roles/responsibilities have been identified for each action using a RACI Matrix:

- **Responsible:** People or stakeholders who do the work. They must complete the action or objective or make the decision. Several people can be jointly Responsible.
- **Accountable:** Person or stakeholder who is the “owner” of the work. He or she must sign off or approve when the action, objective or decision is complete.
- **Consulted:** People or stakeholders who might need to give input before the action can be completed and signed off on.
- **Informed:** People or stakeholders who might need to be updated on progress or decisions, but they do not need to be formally consulted, nor do they contribute directly to the task or decision.

Definitions

HAC	Harbours Advisory Committee
HCG	Harbours Consultative Group
MCA	Maritime & Coastguard Agency
MMO	Marine Management Organisation
MAIB	Marine Accident Investigation Branch
EA	Environment Agency
UKHO	United Kingdom Hydrographic Office
AHM	Assistant Harbour Master
Stakeholders	Individuals or groups, such as users, regulators, local communities, and commercial partners, who are affected by or have an interest in the port's operations and development.

Objective	Action	Outcome	RACI
1. Plan for and Respond to Emergencies	Conduct two-yearly Oil Pollution Incident Management Exercises (IME) with Tier 2 contractor and local agencies.	Validated multi-agency response capability.	R: Harbour Masters, AHMs, Harbour Staff A: Harbour Masters C: Adler & Allan I: MCA, EA, Duty Holder, HAC
	Review and update Emergency Plans as part of annual MSMS review & audit schedule.	Emergency protocols remain current and effective.	R: Harbour Masters, AHMs A: Duty Holder C: Designated Person I: HAC, Harbour Staff, MCA, EA
	Establish mutual aid agreements with neighbouring ports for shared emergency resources.	Enhanced resilience and resource availability.	R: Harbour Masters A: Harbour Master of each port C: Neighbouring Ports I: MCA, EA, Adler & Allan, Duty Holder, HAC
2. Conservancy: Provide a Safe and Navigable Harbour	Maintain and monitor Aids to Navigation to meet IALA standards.	Reliable navigation aids and compliance.	R: Harbour Masters, AHMs A: Duty Holder C: Trinity House I: Designated Person, HAC
	Conduct annual hydrographic surveys and publish results.	Safe access and updated seabed data.	R: Harbour Masters, AHMs A: Harbour Masters C: UKHO I: Duty Holder, HAC, Designated Person, Harbour Stakeholders
	Issue timely Notices to Mariners and maintain local port information.	Harbour users informed of changes and hazards.	R: Harbour Masters, AHMs A: Duty Holder C: Harbour Staff, Harbour Stakeholders I: MCA, UKHO, Harbour Stakeholders, Designated Person
3. Training and Capability	Ensure all marine staff, Duty Holder, and HAC members hold current and appropriate qualifications and certifications.	Competent and qualified personnel across all harbours and their governance.	R: Harbour Masters, AHMs A: Harbour Masters C: Harbour Staff, Designated Person I: Duty Holder, HAC, Harbour Stakeholders
	Maintain a live training matrix and conduct annual reviews.	Up-to-date record of staff competencies and training needs.	R: Harbour Masters, AHMs A: Harbour Masters C: Designated Person I: Duty Holder, HAC, Harbour Stakeholders
	Support CPD through internal and external training opportunities.	Staff development aligned with operational needs.	R: Harbour Masters, AHMs A: Harbour Masters C: Harbour Staff I: Duty Holder, HAC, Harbour Stakeholders

4. Resilience	Ensure adequate staffing levels year-round including seasonal support.	Operational continuity and reduced service disruption.	R: Harbour Masters, AHMs A: Harbour Masters C: Harbour Staff I: Duty Holder, HAC, Harbour Stakeholders
	Deliver approved asset management plan and report on risks of critical assets.	Reliable equipment and infrastructure.	R: Harbours Masters, AHMs, Harbour Staff A: Harbour Masters C: Harbour Staff I: Duty Holder, HAC, Harbour Stakeholders
	Maintain survey and inspection regime for critical harbour infrastructure.	Timely identification of maintenance needs and assurance of infrastructure integrity to support safe harbour operations.	R: Harbours Masters, AHMs, Harbour Staff A: Harbour Masters C: Harbour Staff I: Duty Holder, HAC, Harbour Stakeholders
5. Incident & Accident Reporting and Investigation	Maintain effective incident and accident reporting system.	All incidents are consistently recorded, tracked, and accessible for analysis and audit, supporting transparency and continuous safety improvement.	R: Harbour Masters, AHMs A: Harbour Masters C: Designated Person, DC Legal I: Duty Holder, HAC, Harbour Stakeholders
	Investigate all marine incidents within 30 days and report all major incidents to the Duty Holder within 24 hours.	Timely and thorough incident analysis and review.	R: Harbour Masters, AHMs A: Harbour Masters C: Duty Holder, Designated Person I: HAC, Harbour Stakeholders, MCA, MAIB
	Monitor incident trends and update MSMS accordingly.	Improved safety through proactive risk management.	R: Harbour Masters, AHMs A: Harbour Masters C: Designated Person I: Duty Holder, HAC
	Share lessons learned with harbour users and staff.	Increased awareness and reduced recurrence of incidents.	R: Harbour Masters, AHMs A: Harbour Masters C: Harbour Staff I: Duty Holder, HAC, Harbour Stakeholders
6. Port Marine Safety Code Review and Auditing	Conduct annual external audit of MSMS.	Verified compliance with PMSC.	R: Harbour Masters, AHMs A: Duty Holder C: Designated Person I: MCA, HAC, Harbour Stakeholders
	Review Safety Plan every three years.	Updated and relevant safety planning.	R: Harbour Masters, AHMs A: Duty Holder C: Designated Person I: HAC, Harbour Stakeholders
	Review port risk assessments annually.	Comprehensive understanding of operational risks.	R: Harbour Masters, AHMs A: Duty Holder C: Designated Person I: HAC, Harbour Stakeholders

7. Engage with Stakeholders	Hold regular Harbour Consultative Group (stakeholder) meetings.	Stakeholder feedback informs harbour operations.	R: Harbour Masters, AHMs A: Harbour Masters C: Harbour Stakeholders I: Duty Holder, HAC, Designated Person, Harbour Staff
	Maintain active Harbour Consultative Group relationships.	Regular dialogue with representative user groups.	R: Harbour Masters, AHMs, Harbour Staff A: Harbour Masters C: Harbour Stakeholders I: Duty Holder, HAC, Designated Person, Harbour Staff
8. Review Legislation and Powers	Implement Bridport and Lyme Regis Harbour Revision Order 2026.	Modernised statutory powers and governance.	R: Harbour Master A: Duty Holder C: MMO, DC Legal I: HAC, Harbour Stakeholders, Harbour Staff
	Review General Directions and update as needed.	Effective regulation of harbour activities.	R: Harbour Masters A: Harbour Masters C: Duty Holder, HAC, Designated Person, DC Legal, Statutory Consultees I: Harbour Staff, Harbour Stakeholders
9. Enforce Regulations	Maintain an enforcement capability to take appropriate action in response to irresponsible activity within the harbour and carry out annual audit of these activities.	Improved compliance and reduced incidents.	R: Harbour Masters, AHMs, Harbour Staff A: Harbour Masters C: Duty Holder, HAC, Designated Person, Harbour Staff I: Harbour Stakeholders
	Ensure commercial vessels meet coding and safety standards.	Safe and compliant commercial operations.	R: Harbour Masters, AHMs A: Harbour Masters C: MCA, Designated Person I: Duty Holder, HAC, Harbour Staff, Harbour Stakeholders
	Review enforcement policies annually.	Consistent and fair application of regulations.	R: Harbour Masters, AHMs A: Harbour Masters C: Designated Person, DC Legal I: Duty Holder, HAC, Harbour Staff, Harbour Stakeholders

Dorset Council Harbours Manager &
Weymouth Harbour Master

Ed Carter
ed.carter@dorsetcouncil.gov.uk
01305 838493

Bridport (West Bay) & Lyme Regis Harbour
Master

James Radcliffe
james.radcliffe@dorsetcouncil.gov.uk
01308 426021

Harbours Advisory Committee Forward Plan – December 2025

For the period December 2025 – March 2026

This Forward Plan contains future items to be considered by the Harbours Advisory Committee and Dorset Council. It is published 21 days before the next meeting of the Committee. The plan includes standing items for the meeting, which are shown in the table below.

Harbours Advisory Committee Members

Cllr Rob Hughes	Chair
Cllr Sarah Williams	Vice-Chair
Cllr Sally Holland	
Cllr Mike Baker	
Cllr Ray Bryan	
Cllr Peter Dickenson	
Richard Tinsley	
Mark Saxby	
Mark Roberts	
Lee Hardy	

STANDING ITEMS

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Member / Officer Contact
Harbour Masters' Update/PMSC Issues Separate reports to consider the ongoing activity of the Harbour Offices and any Port Marine Safety Code issues. Key decision – No Public Access - Open	Cabinet member for Place Commissioned Services	N/A	Designated Person and Harbour users	None	Cabinet Member for Place Commissioned Services Chair of Harbours Advisory Committee <i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk <i>Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk
Harbours Consultative Groups To receive key points from recent Harbour Consultative Group meetings (Weymouth quarterly, Bridport & Lyme bi-annually in Oct and Mar). Key decision – No Public Access - Open	Cabinet Member for Place Commissioned Services	N/A	Weymouth, Bridport and Lyme Regis Harbour Consultative Groups	None	Cabinet Member for Place Commissioned Services Chair of Harbours Advisory Committee <i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk <i>Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk
Budget Monitoring To provide an update on revenue and capital spend. Key decision – No Public Access - Open	Cabinet Member for Place Commissioned Services	N/A	Service Accountants	None	Cabinet Member for Place Commissioned Services Chair of Harbours Advisory Committee

					<i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk <i>Claire Connolly, Business Manager, Weymouth Harbour,</i> Claire.connolly@dorsetcouncil.gov.uk
Flood & Coastal Erosion Risk Management (FCERM) Engineering Update To provide an update of the engineering projects progress and issues. Key decision – No Public Access – Open	Cabinet Member for Place Commissioned Services	N/A	Dorset Council Engineering Team	None	Cabinet Member for Place Commissioned Services Chair of Harbours Advisory Committee <i>Lead Officer – Matthew Penny, Service Manager for Flood and Coastal Erosion Risk Management</i> matthew.penny@dorsetcouncil.gov.uk
Marine Safety Plan To review a Marine Safety Plan for Dorset Council Harbours. On a biannual basis (spring and autumn meetings) Key Decision – No Public Access - Open	Cabinet Member for Place Commissioned Services	N/A	<u>Consultees:</u> Lead Officers Cabinet Member, Harbours Advisory Committee, Harbour Consultative Groups	Dorset Council Harbours Marine Safety Plan	Chair of Harbours Advisory Committee <i>Lead Officers - James Radcliffe, Bridport and Lyme Regis Harbour Master</i> James.Radcliffe@dorsetcouncil.gov.uk <i>Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk
Business Plan Update To provide an update on Business Plan delivery and progression of proposed developments	Cabinet Member for Place Commissioned Services	N/A	<u>Consultees:</u> Lead Officers Cabinet Member Harbours Advisory Committee Harbour Consultative Group	Dorset Harbours Business Plan 2024 - 2029	Cabinet Member for Place Commissioned Services Chair of Harbours Advisory Committee

On a biannual basis (spring and autumn meetings)					Lead Officer – Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master Ed.carter@dorsetcouncil.gov.uk
Key Decision – No Public Access - Open					
Points/questions from Committee Members To discuss any concerns or issues raised by Committee Members.		N/A	N/A	None	Chair of Harbours Advisory Committee Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master james.radcliffe@dorsetcouncil.gov.uk Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master Ed.Carter@dorsetcouncil.gov.uk
Key decision – No Public Access - Open					

ADDITIONAL ITEMS

Economic Analysis of Dorset Harbours To discuss progression of the Dorset Harbours Economic Analysis.	Cabinet Member for Place Commissioned Services	4 th March 2026	<u>Consultees:</u> Lead Officers Cabinet Member Harbours Advisory Committee Harbour Consultative Group	None	Chair of Harbours Advisory Committee <i>Lead Officer – Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master Ed.carter@dorsetcouncil.gov.uk</i>
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Private/Exempt Items for Decision

Each item in the plan above marked as 'private' will refer to one of the following paragraphs.

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information).
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the shadow council proposes:-
 - (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
 - (b) to make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

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