



Harbours Advisory Committee

Date: Wednesday, 4 March 2026
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 03 December 2025.	5 - 10
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 27 February 2026.

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. CHAIRMAN'S REPORT

To consider a verbal report by the Chairman.

6. HARBOUR CONSULTATIVE GROUP MINUTES

11 - 30

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

Harbour Consultative Groups.

7. HARBOUR MASTER UPDATES 31 - 58

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

8. FLOOD & COASTAL EROSION RISK MANAGEMENT (FCERM) ENGINEERING UPDATE 59 - 72

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

9. HARBOURS BUDGET MONITORING REPORT 2025-26 73 - 86

To consider a report by the Harbours Business Manager.

10. MCA PMSC COMPLIANCE EXERCISE 87 - 92

To consider a report from the Harbours Manager.

11. MARINE COMPLIANCE AND ENFORCEMENT POLICY REPORT 93 - 104

To consider a report from the Harbours Manager.

12. FORWARD PLAN 105 - 110

To consider the Harbours Advisory Committee forward plan.

13. 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.

14. 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.

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HARBOURS ADVISORY COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 3 DECEMBER 2025

Present: Cllr Rob Hughes (Chair), Cllr Sarah Williams (Vice-Chair), Cllr Ray Bryan, Peter Dickenson, Lee Hardy, Mark Roberts, Mark Saxby and Richard Tinsley

Apologies: Cllrs Mike Baker and Sally Holland

Also present: Cllr Les Fry

Also present remotely: Cllrs Jon Andrews and Belinda Bawden

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

Lara Altree (Senior Lawyer - Regulatory), Ed Carter (Weymouth Harbour Master), Claire Connolly (Harbours Business Manager), 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)

138. Minutes

In reference to the Monitoring and review of the Marine Safety Plan item, Lee Hardy commented that part of the discussion had not been fully recorded, involving a question that was asked to legal services about whether the Harbours Advisory Committee should be making formal recommendations to the Duty Holder for reports from the Designated Person going forward and it was agreed that this would be explored and an answer would be provided at a later time.

139. Declarations of Interest

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

Richard Tinsley declared that he no longer held a mooring in Weymouth.

140. Public Participation

There were no public questions.

141. Chair's Report

The Chair delivered a verbal report to the committee. He thanked the Vice-chair for covering the last meeting in his absence and noted that he had recently attended the harbour consultative group meetings, the 30-year celebration of the Dorset Coast Forum and a committee workshop to discuss the economic review of

the harbours. He also thanked the teams working within Dorset's harbours for their work throughout the year.

142. Harbour Consultative Group Minutes

The Bridport Harbour Consultative Group minutes from the meeting held on 03 November were presented by Emma Bourne, the Bridport HCG Chair.

The Lyme Regis Harbour Consultative Group minutes from the meeting held on 09 October were presented by Nick Marks, the Lyme Regis HCG RNLI representative.

The Weymouth Harbour Consultative Group minutes from the meeting held on 13 November were presented by Tim Day, the Weymouth HCG Chair.

The committee noted the minutes from the three harbour consultative groups.

143. Provision of Designated Person Services

The Harbours Manager presented the report for the provision of Designated Person services. He explained that the current Designated Person had been appointed in 2022 and had carried out an audit on each of the three harbours and that continuing the contract for another three years would allow for two audits to be carried out in total by the Designated Person.

In response to a question from a committee member about the process for appointing the Designated Person, legal services confirmed that the committee could note the continued provision of Designated Services by ABPmer and following the meeting officers would ensure the process had been followed correctly and if not the decision could be brought back to a later committee.

The committee noted the continued provision of Designated Person services by ABPmer for the next three years.

144. Designated Person PMSC Annual Update

The Designated Person provided a verbal update on the Port Marine Safety Code. He provided an overview of the most recent version of the code and outlined the areas of best practice that had been identified through the audits of Dorset's harbours, as well as the improvement opportunities.

In response to question from a committee member about the communication between the Designated Person and the harbour teams, it was confirmed that the Harbour Masters and Designated Person meet monthly online. One committee member expressed that they thought the committee could undertake annual training that was available through the British Ports Association.

The committee noted the update.

145. Harbour Master Updates

The Bridport and Lyme Regis Harbour Master delivered the updates for Bridport and Lyme Regis harbours. The most recent statistics for both harbours were provided and it was noted that water injection dredging had been trialled in Bridport, however it was not known whether it had been a success at the time of the meeting. Details of the upcoming events in both harbours were provided.

One committee member made a comment about the new incident and accident reporting system and asked that its usage be continually reinforced by the harbour team, for example by emphasising its importance at the Harbour Consultative Group meetings.

The Harbour Manager presented the updates for Weymouth Harbour. He provided the up-to-date statistics for the harbour and noted that a trend had been identified towards 6 month berthing agreements rather than 12 months. There was a decline in visiting vessels in September, attributed to the abrupt end of summer towards the end of August. There had been 23 incidents since the last meeting, including personal accidents, a report of a swimmer near fishing gear and several small oil spills. One of the oil spills was attributed to a vessel with an engine issue, which was now undergoing maintenance. Another incident occurred at the new fuel pontoon during final commissioning, where a pipe underneath the pontoon had worn through, resulting in diesel being spilled into the harbour. The systems were quickly isolated and steps were taken to deploy containment booms to contain the spill.

It had been confirmed that the Weymouth Harbour Revision Order (HRO) was able to be combined with the HRO for Bridport and Lyme Regis, bringing the expected enforcement date forward to early in the new year. In response to a question the Harbour Manager clarified that the expected date for laying the combined order was January 2026.

It was explained that a workshop had been setup to discuss the Dorset Harbours Economic Review and following that workshop, quotes were being sought for a stand-alone sector analysis, as it was considered that with there being many developments still in their early stages, it was too early for a full economic review.

Details of recent and upcoming harbour works were provided, including rectifying slumping in the Cosens Quay Car Park and the replacement of Stone Pier railings.

In response to a question the Harbour Manager confirmed that in his statement about compliance with the Port Marine Safety Code he was referring to all three harbours, not just Weymouth.

The committee noted the updates.

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

The Development Manager for FCERM presented the FCERM updates for the three harbours. Inspections for all three harbours were nearly complete and repairs had been scheduled, with health and safety repairs taking priority. Any

remaining programmed repairs had been scheduled with Highways and were expected to be completed by March 2026.

In Bridport the works to harbour Walls A & B were expected to commence in Spring 2026 and work had been completed to stabilise Wall B in the meantime.

Temporary works had been carried out on the Cobb in Lyme Regis, with the permanent repair being delayed due to adverse weather conditions. An update was provided on the Lyme Regis Environmental Improvement Scheme Phase 5 and it was noted that a public engagement session was held for residents to provide their views on the current design, which had largely positive responses.

Updates were provided for the Weymouth Flood and Coastal Erosion Risk Management Scheme Phase 1 and the works on harbour Walls F & G. It was noted that planning approval had been secured for the work on the harbour walls and that sheet piling would commence once the pre-commencement conditions from the Marine Licence had been discharged.

In response to a question the Service Manager for FCERM stated that the existing sheet piling would be effectively buried when the sheet piling was installed, however it wouldn't destabilise the structure as it corrodes.

The committee noted the updates.

147. Harbours Budget Monitoring Report 2025-26

The Harbour Business Manager presented the budget monitoring report for 2025/26. The current budget positions for three harbours were provided and it was noted that there had been higher costs than expected in the form of the pay award and in Weymouth Harbour due to long term sickness during the peak summer months. Bridport's surplus was reported as being lower than anticipated due to some projects being funded from the revenue budget rather than from the reserves and Lyme Regis was expected to return a small surplus of approximately £4000. The budget position for Weymouth Harbour was favourable, however this was largely due to the works which had been delayed.

The committee noted the budget monitoring figures and reserve balances for the three harbours.

148. Harbour Budget and Setting of Fees and Charges 2026/27

The Harbour Business Manager presented the report for the budget and setting of fees and charges for 2026/27. It was explained that benchmarking exercises had been undertaken to determine which charges ought to be adjusted and that the fees and charges had broadly risen in line with Dorset Council's expectation of 3.4%.

An overview of the budget forecasts for the three harbours was provided, with a positive outlook, including Lyme Regis being expected to operate on a cost neutral basis.

In response to a comment from a committee member the Harbour Manager confirmed that all teams involved in the upcoming works to the harbour walls were intending to keep disruption to a minimum to limit the lost parking revenue. The Harbour Manager also stated that they would explore the option of increasing engagement with the Designated Person, in particular increasing the amount of time they visit the harbours in person, however noted that this would come with an increase in costs.

Proposed by Cllr Williams and seconded by Cllr Bryan.

Decision: That the Harbours Advisory Committee recommend 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

149. Dorset Council Harbours Marine Safety Plan Review

The Harbour Manager presented the report for the harbours Marine Safety Plan review. He explained that the purpose of the report was to ensure continued compliance with the PMSC, following a reviewed and updated Marine Safety Plan.

One committee member made a comment welcoming the review of the Marine Safety Plan and noted that the actions identified will keep the plan more aligned with the PMSC. In response to a question, the Harbour Manager clarified that although the harbours are all compliant, he used the term 'broadly' as it is an ongoing process, where improvements can always be made.

Proposed by Mark Roberts and seconded by Cllr Williams.

Decision:

1. That the Harbours Advisory Committee recommend that the Cabinet Member for Place Services approves the adoption of the Dorset Council Harbours Marine Safety Plan 2026 – 2029.
2. That the Harbours Advisory Committee, in agreement with the Designated Person, notify the Duty Holder that the three Dorset Council Harbours are compliant with the Port and Marine Facilities Safety Code

150. Forward Plan

The Harbour Manager presented the forward plan, in addition to the standing items an update on the economic analysis was expected to be brought to the next meeting.

151. **Urgent Items**

There were no urgent items.

152. **Exempt Business**

There was no exempt business.

Duration of meeting: 10.10 - 11.53 am

Chairman

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Agenda Item 6

Bridport (West Bay) Harbour Consultative Group (BHCG)

Meeting 2 February 2026 Haddon House 18:00

Present

Amanda Anderson	(AA)	Resilient Communities Coordinator
Adrian Best	(AB)	Maritime Policing Team, Marine Tactical Advisor
Johnathan Bourbon	(JB)	Town council
Emma Bourne	(EB)	Non-Boating Water Activities Rep (HCG Chair)
Ed Carter	(EC)	Harbours Manager – Weymouth Harbour Master
Mark Cornwell	(MC)	Commercial Fisherman Rep
Jane Hallet	(JH)	Non-Boating Water Activities Sub
Sam Hanbury	(SH)	Harbour Traders Sub
Ben Harvey	(BH)	Assistant Harbour Master
Cllr Rob Hughes	(Cllr RH)	Dorset Council Harbours Advisory Committee Chair
Becky McGowan	(BM)	Admin Officer – Note Taker
James Radcliffe	(JR)	Harbour Master
Andrew Taylor	(AT)	Residents Rep
Border Force	(BF)	Home Office Field officer

1. Welcome & introductions				Action
EB – Welcomed everyone to the meeting, round the room introductions were given.				
2. Apologies				
David Boyland – Non-Commercial moorings rep Debbs Urch – Gig club rep Jason Matthews – Gig club sub Paula Bates – Canoe club Simon Baxter – Canoe club				
3. Minutes of the previous meeting				
AA – Requested amendments. Attended from Marine Police, Andy Turtle not Adrian best. Update to job title.				
4. Outstanding actions from previous meetings				
ID	Action	Assigned	Date of completion	
28/4/25 9.	Contact Fishermen's Rep re meeting attendance	EB	Actioned	
14.	Meet to discuss dog signage	EB - JR	On going	
18.	Talk to Angling Centre re crabbing code	RG	Remove, not practical in WB	
18.	Speak with Wildlife Trust re crab line bins	EB	On going, EB to speak with new contact	
3/11/25 5.	Contact Canoe club re meeting attendance	EB	Actioned	
7.	Speed watch group, discuss with interested parties	EB	Volunteers have come forward, AT to take charge.	
8.	Circulate links, harbour watch, crime stoppers & DP reporting line	JR	Actioned	
5. Representatives and Substitutes				
Harbour Traders Rep confirmed - Keston Bracey. 3-year tenures renewed, Jane Hallet – Non-Boating Water Activities Sub Emma Bourne – Non-Boating Water Activities Sub				
6. Harbours Advisory Committee Chair's updates				

No updates	
7. Marine Police update & Harbour Watch	
AA - Asked how ASB diving has been and has it been reported? EB – As a regular cyclist, I have witnessed cars over taking at speed. AB – Contact has been made with colleagues in that area, although challenging to tackle it is a priority. Please continue to report incidents. AB – Will forward information with regards to accessing crime stats in specific areas. EB – Voiced concern about reporters' attitudes when they believe the police have not acted, attitude could say what's the point. AA – Enforcement action is placed where evidence allows. AB - Supported this, noting that there appears to be a renewed push from MPT, with more funding being directed back into neighbourhood policing. Bridport is expected to receive a few additional officers. EB – To work with the Town Council to ensure this is recognised as a wider Bridport issue, not just a West Bay issue. AA – Added that the Community Speed Watch initiative will hopefully make a positive difference. It was noted that the CCTV cameras are not currently connected to the central DC system. JB - Will liaise with the Town Council and consult with CC4 to explore integration with central monitoring stations. AB - Reported that last summer was particularly busy, with the marine unit operating between April & September. They were also drawn back into conservation work. Bournemouth was especially busy last year. EB – Requested an update from harbour watch, has anyone reported any issues? Is it working? AB – Reported a very low crime rate in WB and LR. the dolphin received a volume of reports, but no crime waves. AA – Confirmed they can provide information on current membership numbers. https://www.dorset.police.uk/advice/advice-and-information/wsi/watch-schemes-initiatives/harbour-watch/harbour-watch/harbour-watch-contact-form/ This form is for reporting non-emergency incidents. If a crime is in progress or someone is in immediate danger, please dial <u>999</u>. Home Page - Dorset Alert This form is to sign up to Dorset Alert community messaging system operated by Dorset Police.	
8. Border Force	
Project Kraken allows members of the public to report suspicious or unusual activity along the coastline—anonously if they wish. We have posters available if anyone would like to display them. We receive reports from across the county, including incidents such as items or suitcases being transferred between vessels. Cutter teams conduct regular patrols and are ready to respond to any directions or intelligence. All information is passed to the Field Intelligence Officer, who will make contact where required. Project Kraken is aimed at raising awareness and encouraging reporting from the wider public. AB also plans to come down during the summer to have more maritime presence through Dorset. "We will look into arranging an engagement meeting to brief staff on Project Kraken and teach them what indicators to look out for when reporting suspicious activity."	
9. Harbour Masters update	
HRO, went through on 26th January 2026 and will be in force from 20th February 2026. Instructions have been sent to our solicitors to set general directions out for consultation in due course.	

SH – Expressed concern over the recent increase in fees for harbour traders and pressure from Asset and Property to sign leases. Requested reassurance on the situation. JR – Due to the HRO, there has been a delay in renewing harbour trader leases. From the 20th of February, new leases can be issued with longer term licences. Although the harbours receive the income, Assets and Property manage leases. They are aware of the HRO delays and outcomes. EB – Asked if harbours could be in control of managing these properties? JR – Confirmed that this is not possible as there is no capacity or scope for the harbours to manage all leases. A Question was raised regarding the kiosk that has recently become vacant and what the plans are for it? JR – Advised that the intention is for the harbour to retain and operate the kiosk. However, some renovation work is required before it can be brought back into use. Funding has been secured for the harbour cranes, including replacing one existing crane and installing two additional new units. A 75% grant will support the project, with installation expected to be completed by the end of March. It is hoped that this investment will attract more fishing vessels to the harbour. Outer Harbour Sand – It was noted that recent weather conditions have resulted in significant amounts of sand from Chesil Beach being deposited into the outer harbour. A crane and grab have been deployed to remove the build-up. Harbour staff and mariners have been advised, larger vessels in particular, do not attempt entry during the affected period. The issue has followed approximately three weeks of adverse weather. The team is making the most of the spring tides to help manage the situation and are opening the sluice gates to assist in flushing out the accumulated sand. Water injection dredging, the trial dredge carried out was not a fair trial due to weather. Further dredging is scheduled to begin tomorrow, starting in the East basin. The team plan to return on the big spring tides on the 18th to complete dredging in the outer harbour, with the aim of concluding this year's dredging programme. EB – Asked if monitoring of the reef is due to be completed and requested feedback on any identified effects. EC – Confirmed there will be a meeting at the end of January with a further meeting mid-February to discuss the survey regime. There are varied reef systems however they are no stranger to sediment. All steps and measures are to be evidenced, we will consider another avenue, if necessary, movement to the east beach will only occur in an emergency. Black hut – Work is still underway to finalise the plans and obtain prices. We aim to complete preparation in March ready for opening in April.	
10. User Representatives reports	
No reports received. AT – Mentioned that during periods of bad weather, the harbour staff have attended the area to remove all debris, with use of the JCB. Their support is greatly appreciated and as a resident I feel privileged to have their service.	
11. Q&A's	
Q - Did Fish pass at Pymore collect any piles to assist with their work?	
A - No, we have received no response.	
12. AOB	
EB – Advised that Alice Higgins RNLI, can complete a pre-report on public rescue equipment if permission is granted by the landowners. JR – This had been completed some time ago with the RNLI. EB – Suggested a life ring to be placed on the side of black hut. There is one currently on the harbour side and it would be good to keep this one in place too. Meeting Dates for the Remainder of the Year Provisional dates agreed: Monday 11 May 2026 Monday 2 November 2026	

Meeting concluded 19:30	
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Lyme Regis Harbour Consultative Group (LRHCG)
Meeting 5 February 2026 Lyme Regis Sailing Club 18:00

Present

Amanda Anderson	(AA)	Neighbourhood Policing Team
Adrian Best	(AB)	Maritime Policing Team, Marine Tactical Advisor
Ed Carter	(EC)	Weymouth Harbour Master – Harbours Manager
Karen Durham Diggins	(KD)	Non-Boating Water Activities Rep
Ian Fitz	(IF)	Project Engineer
Border Force	(BF)	Home Office Field officer
Peter Fosh	(PF)	Non-Commercial Mooring Holders Sub
Mark Green	(MG)	Town Council Deputy Town Clerk
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
Rob King	(RK)	Boatmen/Charters Rep
Catherine Kinnersley	(CK)	Gig Club 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
James Radcliffe	(JR)	Harbour Master
Will Reed	(WR)	Harbour Traders Sub
Cheryl Reynolds	(CR)	Town Council Councillor
Lee Roper	(LR)	Power Boat Club Rep
Mat Styles	(MS)	Commercial Fisherman Rep
Andy Turtle	(AT)	Citizens in Policing Manager

1. Welcome & introductions				Action
SH – On behalf of the group noted with sadness the passing of Barry Cloud a prominent mooring holder in the harbour for many years and friend to all. The group extended their condolences to his family.				
SH – Welcomed everyone to the meeting, round the room introductions were given.				
2. Apologies				
Max Gollop – Harbour Traders Rep				
David Brown – Non-Commercial Moorings Rep				
3. Election of the new Vice Chairman				
An application for the Vice Chair position was received from Rob King, who has 15 years' experience in charter and fishing and is an active member of the sea angling club.				
A unanimous vote confirmed Rob King as Vice Chair.				
4. Minutes of the previous meeting				
ID	Action	Assigned	Date of completion	
4.	(Dog fouling) Seek advice re Harbour staff enforcements within the HRO	EC AT	The PSPO confirms that it is an offence to allow dog fouling in the affected area; however, current staff are not authorised to take enforcement action. General Directions should not be used to reinforce or duplicate existing laws.	

			The issue will be passed on again to try and secure more officer presence in the area. MG- Noted that enforcement cannot be carried out on Dorset Council-owned land. AT – Will attend a meeting with Seases next week, this links with PSPO so will investigate granting powers. EC- Will assist where possible.	
6.	Seek advice from democratic serves re absence of Chair	EC	Democratic Services confirmed that it would be a conflict of interest for Cllr Hughes to chair the Consultative group meeting in the absence of the Chair or Vice-Chair. The method identified in the ToR, with the HM being Chair for a maximum of two meetings should the need arise, and for the matter to be then raised with the HAC should a Chair or Vice-Chair not be available or in post after two meetings, is best. Actioned.	
7.	Follow up on coding marking solutions	SH		
7.	Arrange DNA tagging event along with Harbour Watch	JR	Some DNA kits have been secured, JR to arrange an event in April. Confirm intentions regarding distributing marking kits to harbours.	
5. Representatives and Substitutes				
Mat Styles – Confirmed tenure renewal for 3 years from March 2026 Simon Petit – Is now Sea School Trust Sub Catherine Kinnersley – Is now gig Club Rep Gig Club Sub to be confirmed.				
6. Phase 5 – Ian Fitz				
Before taking on this project, I was involved in advising and assisting with dredging operations which were closely linked to the wider beach management works along the front beach. Material transported through dredging were buried under the sand as part of the beach recycling process. Current dredging efforts focus on the summer pontoon area to ensure appropriate depth and accessibility trough peak seasonal use. This year we are trialling water injection dredging methods to assess whether this approach could improve efficiency and reduce operational impact.				

The water injection dredging is a hydrodynamic dredging technique that loosens and moves seabed sediment by injecting large volumes of water at low pressure directly into the sediment layer. The injected water fluidises the sediment, and it forms a dense gravity driven flow that naturally moves with the tide. Self-cleansing.

We do need to know what we are doing before we apply for the MMO licence.

Dredging activities involving less than 500 cubic metres of material is exempt from requiring an MMO marine licence in certain circumstances.

At the end of the next spring tides, the dredger will come across from Bridport to complete more trials around the pontoon area. Unfortunately, we can't complete a full dredge until we are granted a licence. This can take time, so a full dredge is unlikely to happen before the end of this year or early next year.

The activity will involve no interference with the beach itself. The front beach will receive sand between 18 and 23 March during which fencing will be placed, and plant equipment will arrive on site. The aim is to complete the works before Easter.

Q – There have been talks regarding a wall being placed from the tender store to the north wall, is this option being explored?

A – yes, it has been written in the beach management plan and is on the agenda.

This will reduce the tidal impact.

Q – The backwash of waves that come over the wall can't break on anything due to the sand being removed previously to add extra moorings, there is a build-up now that does help.

A – Rocks can be placed against the proposed new wall to help dampen wave action which will soften the impact.

Q – How will this effect the lifeboat and tractor movements through the harbour and onto the beach to launch the boat in low tides?

A – On the list of considerations, we can extend the existing platform where the tenders are stored and gain access onto the beach near the sauna.

Phase 5

Historic England are not happy with current design.

There is intention to meet with contractors to explore practical options and methods.

The design engineer responsible for the scheme presented at last years public event has reviewed my comments raised and is supportive of the approach now being taken.

Further meetings will be arranged to coincide with the spring tides providing opportunity to assess the conditions directly. A close visual inspection on-site is more effective than relying on photographs, ensuring a clearer understanding of how the area behaves during tidal movement.

IF - Delivered a work in progress presentation explaining the use of toe protection, outlining how the system functions and the long-term protection benefit it provides. The presentation covered the purpose of toe protection in preventing erosion or undermining at the base of structures and highlighted how its installation contributes to sustained structural stability and resilience over time.

IF - Provided further detail on the expected longevity of the existing toe protection, noting that assumptions suggest it could provide around 100 years of protection in its current form, subject to routine monitoring and minor maintenance.

A photograph from 1987, confirming that the installation has now been in place for approximately 40 years and remains in solid, stable condition with no signs of movement. Mechanical impact images were shown to demonstrate how the structure has withstood external forces over time and noted that there is only one small area where rebar is visible, and that with 120–200 mm of concrete cover, the structure remains a substantial and resilient piece of engineering. Minimal remedial work would be enough to extend its life for a further 40 years.

The intention is to extend the toe protection around the full curve. Underfilling beneath the structure is necessary, it is not a long term solution on its own and must be paired with proper remedial work measures to ensure lasting effectiveness.-filling beneath the structure is necessary, it is not a long-term solution on its own and must be paired with proper

There is a need to assess and address the filling of joints. Contractors, consulting agencies, and engineers are all in agreement on the required approach. Work is underway to engage with Historic England and Natural England to ensure they are fully informed and supportive of the proposed measures, given the heritage and environmental sensitivities of the site. The DCF will play a key role in coordinating and managing this process, ensuring that the necessary permissions, consultations, and technical assessments are aligned. The project may require the use of a cofferdam, particularly if access or isolation of tidal areas is needed for safe working. However, this will depend on securing agreement from Natural England, as some of the proposed works are located on or near reef areas, requiring additional ecological consideration. LR – Asked for an update on road surfaces on Cobb? IF - Advised that the current load limit is 7.5 tonnes, this may need to be increased to support future operational requirements. A Ground Penetrating Radar (GPR) survey may be needed to assess the structural condition beneath the surface. Findings from this survey will help determine the viability of using grout binding techniques to strengthen the structure. Strengthening the underlying material in this way would increase the load-bearing capacity, enabling heavier vehicles or equipment to safely access the Cobb if required. SH – Asked if summer 2027 is still possibility? IF –If we can achieve consensus in the proposed meetings with HE, NE and the EA in March, it could be possible. Funding has been earmarked, though it is not yet certain whether the current allocation will be sufficient. Additional funding may be required as the project scope becomes clearer. combining resources across agencies, including coastal authorities and statutory bodies will maximise efficiency and ensure the project remains deliverable. RK – Asked if there is provision for toe on the inside wall? IF - There are some areas that need help, but the outside is vital to structure however, that's the engineer's decision to make. SH – Expressed thanks to IF for his presentation. The group applauded spontaneously. SH – Expressed thanks to DCF, Harbour officers, MP Edward Morello and all who attended. There was an unusually high turnout. Public engagement event held on 27th November.	
7. Marine Police update & Harbour Watch	
AB - We hoping to be back on the water from April through to September, providing seasonal coverage during the busier months. They were draw backs into conservation work last year prioritising Bournemouth and Poole Crime rate along this coastal area is relatively low, reports received were mainly regarding the dolphin which is now believed to be in Torquay. There has been some theft in Christchurch and Poole harbour of outboard legs. The importance of the Harbour Watch initiative was highlighted, emphasising that prompt reporting of any concerns, suspicious activity, or safety issues is essential. <u>Harbour Watch</u> We only have 8 harbour watch memberships within this area however social media has 3.5 thousand followers. A QR code will be sent out to assist with promoting harbour watch and making it easier for harbour users to access information. <u>Upcoming Events</u> Poole Harbour Bi-Annual Conference scheduled for February 2027. The Chair of Poole harbour has suggested the 3 harbours come along to promote attendance or individually hold a similar event.	

We now have a communications liaison volunteer who can help with information around how Harbour Watch works.	
8. Border Force update	
A short presentation was given by Border Force, using recent press articles to illustrate real-world examples of current activity and what these incidents typically look like. -world examples of current activity and what these incidents typically look like. The presentation also included a demonstration of the Border Watch webpage, outlining key threats, reporting routes, and how the public can submit information to support. An example was shared of Home Office intelligence passed through Border Force. This covered activity along the coastline and inland airfields, noting the range of routes used for criminal activity. It was highlighted that most incidents continue to be coastal, reinforcing the importance of vigilance and timely reporting across the harbour community. Border Force provided further clarification around immigration cases, and the challenges associated with monitoring covert movements.-to-hold immigration cases and the challenges associated with monitoring covert movements. The Border Watch webpage was shown again, highlighting the key threats, common indicators to look out for, and how to report concerns through the correct channels. Awareness posters were provided to be placed on local noticeboards. AB – Highlighting the importance of remaining alert to potential exploitation within coastal communities. local fishermen play a key role in looking out for one another, especially those that may be susceptible to bribery.	
9. Harbour's Advisory Committee Chair's updates	
No updates, the next HAC meeting will be held on 3 rd March.	
10. Harbour Masters update	
RK – What protocol is in place for the harbour and harbour staff in relation to response to storms, staff were not seen during the recent storm Friday until Monday am? JR – Staff were around monitoring the area but cleaning up started Monday. RK – Pedestrians can be seen around during high wall surges when no one is around. EC - Noted that the harbour authority does not have the legal right to formally instruct the public to stay away from these areas. SH – There are safety signs around the area, do these have any backing? EC – These are information only. AB – Referenced the Met Office guidance, noting that official weather and safety advice can support public awareness. JK – Asked if there is any power under the HRO EC – No NM – Queried the Barrier that has been placed on the Cobb. JR – This was used when it was closed off due to surface works not the weather. Sand removal from the Madina will take place in March, no moorings being laid until after. Fisherman's crane replacement will go ahead next week. Funding was sourced at 75% from Fass and contribution from the Fisherman's association. Although the harbours lost £30.000 DC funding, we are nearly at break even. NM – Is this due to savings from dredging. JR – Yes, the water injection is minimal cost, and we are looking at this going forward. BJ – Raised and issue of pontoon closure warnings, more notice is needed. JR – There is a social media notice, perhaps we could extend information to the harbour webpage to explain pontoon closure reasons and procedures., We can't always give early notice; we can only give notice as soon as the decision is made. Live webcam feed can be seen at Love Lyme Regis Cobb webcam Lyme Regis Webcam - Cobb Cam Non-Commercial Mooring Holder Prior to 2026 Season could harbour staff complete a standardisation survey?	

JR – All ropes have been removed; new ropes will be replaced. Chains have been straightened this week and new replacements. Moorings will be organised this year to suit vessel sizes so there will be boat movements HRO went through on 26th January 2026 and will be in force from 20th February 2026. Modernising the Cobb act 1821, enables us to issue General Directions that will go out to public consultation. General Directions have an easier and quicker process time of 6 weeks (minimum, providing no objections are laid). Draft GDs will be brought to the HCG before public consultation.	
11. User representative's report	
<u>Non-Boating Water Activities</u> 1. Lyme Splash Water Polo - Bridport Barracudas and friends will continue to run it. <u>Lyme Splash Water Polo Sea Championships 2025</u> lymesplashwaterpolo.co.uk 2. The Lyme Splash - Lyme Regis to Charmouth Sea Swim Challenge will be organised by the local Lyme Regis RNLI with support from their regional team. The swim will become the 6th event in the RNLI Southwest Swim series. The Swim will take place on Sunday 6th September 2026, starting as usual from Lyme Regis Sandy beach. To register, and for more information, please visit <u>RNLI Lyme Splash Swim 2026</u> rnli.lymesplash2026.eventbrite.co.uk If you would like any further information on the RNLI Lyme Splash Swim please do not hesitate to make contact with Dave Nicoll, RNLI Fundraising & Partnership Lead via dave_nicoll@rnli.org.uk Finally thank you for your support, kindness and encouragement, it has been great to see this event grow over the years and to now hand it over to such a great charity. <u>LRSC</u> Cobb Stabilisation Scheme, Engagement Event 27 Nov 2025 There was an impressive attendance by sailing club members, many informed responses given. A valuable networking opportunity, interest and support from MP Ed Morello who attended. We await the feedback from DCF at the end of January and the update from engineer Ian Fitz who has been invited to present to this meeting. Thank you to DC engineer Matt Penny and DCF. We note the success of the partial emergency works and are assured that negotiation progress has been made since. We look forward to the report from our HM James Radcliffe. There have been several strong SE gales recently. Lyme Regis parts of DCF e newsletter are posted on club website. Questions from Club Sailors: 1.Information on Dredging, with proposed dates? 2.Excavations and beach replenishment and dates? 3. Necessity for Notification by Harbour staff of Pontoon disconnection/reconnection: What measures can be taken? Discussed by Chris Joyner with DHM and HM. See following Report: 'Notification procedure prior to disconnection of Lyme Regis Pontoons. Paper from Chris Joyner. During last season I was unlucky to get caught out twice when the pontoons were disconnected and I was expecting to leave my boat on them over night. Fortunately, it was a matter of some considerable inconvenience rather than anything else but had conditions been different the outcome could have been serious. I was not the only one who was caught out and had I been aware beforehand, my plans for the day would have been very different.	

The process of notifying users of the pontoons, of disconnection or likelihood of disconnection, does as a matter of some urgency need addressing and I would like this to be discussed at the Harbour Users Committee Meeting 7th February 2026. I know that DHM Sam and HM James are aware of the issue and are considering various options. Having given some thought to the matter and discussed it with many other harbour users including the LRSC Cruiser section. I would like to suggest the following points: -

The owners of the boats wishing to use the pontoons may have launched at Lyme as visitors, be registered launchers, be mooring holders or sailed in from a local or more distant port. In the case of the latter group there needs to be publication that the pontoons may not be available and a means of checking on relevant websites and publications relating to LRH use.

Whatever the situation is, people intending to use the pontoons MUST be informed when disconnection is to or has taken place. As such, a number of means of communication need to be utilised.

The following communication methods have been suggested which should be quick and easy to enact:

A text message to all Harbour users.

An email to all Harbour users.

A notification on the slipway.

A notice on the Harbourmasters notice board by the office.

A flag on the flagpole at the harbour entrance. As a plain red flag is used to stop boats entering or leaving the harbour I would suggest a red one with P or pontoon written across it in white.

Publication of all measures being taken to all harbour users.

A warning notice on the Harbour website and other documentation to warn users of the pontoons of the possibility of non-availability and communication of the channels to establish whether the pontoons are available.

I do regard this as Health & Safety issue which needs addressing. Chris Joyner.'

LRSC Ltd events for 2026 as agreed with the Harbour:

Club Regatta 1 and 2 August

Fireball Open Meeting 21 June

Other dates:

Bilge keelers Lift On 30 March (Lift Keelers just prior to that). Agreed, JR with DA.

Youth training from 7 April, Saturdays and Tuesday evenings.

Youth Regatta 11 July.

Race group and Winter Series continuing, club seasonal racing from Easter.

LRSC Ltd is participating in Sporting Lyme. Open days/sailing tasters 27/28/29 May, other items tbc.

LRSS

Our summer dates have been agreed with the Sailing Club and Harbour Team and our pre-season meeting re preferred practices for 2026 with Sam, AHM, is booked.

Participating in Sporting Lyme, Sea School will have 2 Open Days on 28th and 29th May, which incorporates the Sail for Fiver sessions.

The core weeks are as follows: -

Schools' week: - 6th July

Then Monday 13th July, with our last date being Friday 28th August.

As ever the people leading Sea School are relatively young. If there are any concerns about our operations, please do let me know. We will continue to liaise with the Harbour to keep our practices as safe as possible and to have a little impact as possible to the other harbour users.

RNLI

LYME REGIS HARBOUR CONSULTATIVE GROUP MEETING 5 FEBRUARY 2026
RNLI REPORT

The 2025 total for lifeboat call outs was 40. This is about average for Lyme Regis. A breakdown is as follows: - Assisting other emergency services 4 - Animal Rescue 2 - Casualty care (land deployed) 2 - Cut off by tide 7 - Fire on board vessel 1 - Floating debris 1 - Inflatables 1 - Kayaking 1 - Missing Person 1 - Paddleboarding 3 - Person in Water 3 - Powered Boat 7 - Landslip Recce 1 - Vulnerable people 2 - Wind Foil 1 - Yacht/sailing boat 3 RNLI lifeguards were stationed on the beach from 12 July until 7 September. During the season they dealt with 138 incidents and assisted 146 people, this total was slightly up on 2024. There were no major incidents requiring air ambulance support. Overall, Lyme Regis ranks 20th out of 249 lifeguarded beaches nationally. For 2026 RNLI Lifeguards will be in Lyme Regis between 11 July and 6 September. Lifeboat Week this year is scheduled for 15 – 23 August, a new management team under Mark Ellis is organising it. Other fundraising activities are now being led by Oliver Mullens. The RNLI is also taking on the Lyme Splash event scheduled for Sunday 6 September. Entry forms are available via the following link RNLI Lyme Splash Swim 2026 Tickets, Sun, 6 Sept 2026 at 09:00 Eventbrite Blessing of the Boats is scheduled for Sunday 10 May at 3pm. 2026 is the 200th anniversary of the start of the RNLI's connection with Lyme Regis. A number of commemoration events are being planned, the first of which is a Thanksgiving Service at 11am on Sunday 22 February in St Michael's Church, Lyme Regis. All are welcome to attend. Our lifeboat will also be paraded around the town on Saturday 2 May. A provisional time is 11am. <u>Gig Club</u> Both regattas this year will be held 16th 17th May <u>Non-Commercial Moorings</u> Trailer storage is limited, are there any options? Racking trailers was suggested. JR – There is limited space, we will work with Lyme Bay Boats to try and resolve this. <u>Commercial Fisherman</u> Would appreciate support with the new company we have collecting whelks. They can't always access the area they need to. Can we have a pallet store for easier access? JR – will look into it. Some mooring eyes have been ripped out. JR – will look into it. Holes need filling by the crane. SHA – To look at tarmacking. Some concerns were raised, people working on their boats especially grinding near cars that are parked close. JR – This needs to be communicated to car owners, request to move. <u>Boat Building Academy</u> There is an open day on 25th April. food and beer available, a show of boats and furniture. Everyone is welcome.	JR JR JR SHA
12. Q&A's	

Q - The shed that has recently become vacant, what the plans are for it?	
A – We are looking at options; we are keeping this available for harbour use.	
13. AOB	
Provisional meeting dates agreed for the remainder of the year.	
- Thursday 14th May - Thursday 29th October	
Meeting concluded 20:00	

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Present

Tim Day	TD	Chair and Clubs of Weymouth Representative
Ed Carter	EC	Weymouth Harbour Master
Cllr Rob Hughes	RH	Harbours Advisory Committee Chair
Jamie Pullin	JP	Charter Boats Representative and Vice Chair
Andy Alcock	AA	Commercial Fishermen Representative
Alan Hale	AH	Boat Owners Inner Harbour Representative
Colin Thomas	CT	Boat Owners Inner Harbour Substitute
Will Holmes	WH	Weymouth Beach / Leisure Users Representative
Callum Seggie	CS	Training, Education & Schools Representative
Mary Harris	MH	Weymouth Harbour Watch and Harbour Traders Representative
Simon Kershaw	SK	RNLI Representative
Paul Swain	SW	Boatfolk – Weymouth Marina Representative
Amanada Anderson	AA	Dorset Police Resilient Communities Coordinator
Andy Turtle	AT	Dorset Police Citizen Policing Manager
Dan Bell	DB	Commercial Passenger Carrying Vessels Substitute
Sarah Johnston	SJ	Minute Taker

1. INTRODUCTIONS, APOLOGIES AND SUBSTITUTE MEMBERS

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

Apologies for absence were received from Cllr Kate Wheller, Rob Gray and Adrian Best.

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. No objections raised; minutes deemed accepted.

4. HARBOUR MASTER UPDATE

1.0 Harbour Use

EC delivered an update on Weymouth harbour.

Marina Occupancy & Renewals, peak occupancy in September 2025: 92.5%, slightly ahead of previous year with a steeper winter drop due to increase in 6-month short-term lets. Many renewals still pending; expecting numbers to improve. Strong demand continues for 12m+ berths (waiting list in place) but currently vacancies remain for ~10m vessels.

Revenue Summary, visiting leisure craft income was 3% down on last year with the Slipway & PWC revenue: 7–8% up, which is credited to strong summer weather. Bridge lifts slightly down; though number of vessels through the bridge up.

Winter Weather & Harbour Condition, the harbour infrastructure handled winter storms well with minimal issues. With the Stone Pier taking a lot of heavy waves; some resurfacing repairs are now required. Otherwise, routine winter maintenance ongoing (vessel haul-outs, pontoon cleaning).

The Christmas Day Swim in challenging weather saw the first swimmer group of strong swimmers with 6 needing kayak assistance. At that point the event cancelled immediately for safety. There will be a review planned on pre-event cancellation thresholds for future years.

Staffing Updates, an Assistant Harbour Master role has been filled by Liam Rowland (internal promotion) and recruitment will begin for a new berthing officer. Bev will be moving to full-time; seasonal moorings officer will be hired to cover Mon–Tues.

2.0 Incidents

Incidents Since Last Meeting - 13 have been recorded including; public sleeping on Harbour premises, intoxicated individuals boarding boats, roadworks barriers thrown in the Harbour, a temporary bridge lift failure. Discovery of hypodermic needle, two mooring line failures; minor vessel damage and speeding vessels: two cases progressing toward legal action under new General Directions (first potential prosecutions). No pollution spills; oil spill returns submitted to MCA.

Regarding Multi-Agency Work, we are developing a multi-agency emergency exercise for September, a MOU with Fire & Rescue for night-time marina access.

3.0 Operations

Harbour Revision Order (HRO) - HRO combining Weymouth, Bridport & Lyme Regis due to be enacted 20 February 2026. The main key change is to the Open Port Duty which is restricted to vessels under 24m. Anything above 24m entry becomes discretionary.

Port Marine Safety Code, a 3-yearly compliance review is now complete for all Dorset Harbours. The Compliance statement will be published with Advisory Committee papers.

4.0 Other Harbour Updates

Following the Jacoba Maria grounding in October, full bathymetry shows no significant change in Harbour entrance. The slow sedimentation only (centimetres per year). Although the seagrass growth is increasing near entrance and this may affect future dredging methodology. An historic depth comparison analysis is underway.

Large Vessel Berthing: a 50m motor yacht *Mosaic* visited in January, and we have received an enquiry from another large vessel for peak-season stay but this was declined due to loss of visitor capacity; group members requested reconsideration. **EC** agreed to review with his team.

5.0 Harbour Works

Cosens Quay: Investigations showed minor voids where light material had washed away; repaired and stable.

Stone Pier Railings: Full refurbishment approved; cost ~£90k, using asset maintenance budget. Complete replacement would have cost £200k+.

Concrete Seats: Deterioration due to rebar corrosion; engineers assessing repair options.

Sand Jetty: Above/below water structural surveys to be carried out by Ramboll. Wooden pilings to be replaced and we expect completion late May/early June.

Fuel Pontoon: Redesign of pipe routing using an "energy chain" after previous fuel spill. The Contractor is covering the costs, and the operational target is possibly before Easter. It will require staff to operate it as it is not self-service, due to HMRC restrictions.

6.0 Upcoming Events

- Dorset Artisan Market – 19 June, 17 July, 14 August.
- Seafood Festival – 4–5 July (expanded footprint).
- Ironman – 20 September.
- IQ Foil World Championships – 4–12 September; finals will finish inside Harbour.
- Waverley visits – 3–4, 9, and 13 September.
- National Fisherman's Remembrance Day – 10 May.
- Lifeboat Week – date TBC.

6. CONSULTATIVE GROUP UPDATE

SK - RNLI

- 17 launches since last meeting (Nov–Jan).
- Mainly recreational incidents; quiet winter.
- Awaiting long-delayed boathouse refurbishment.

AA - Commercial Fishermen

- Quiet season due to weather; full report expected next meeting.

AH - Non-Commercial Boat Owners

- Facebook group growing; used for communication and raising issues.
- Fire incident narrowly avoided due to overheated batteries on a vessel left on constant charge.
- Harbour team to send safety messaging about battery checks & dehumidifier risks.

PS - Boatfolk / Premier Marinas

- Rebrand underway as **Premier** following acquisition.
- New network of 22 marinas.
- Sluice gate activity monitored; reed buildup causing issues.
- Flooding under Town Bridge raised as concern.

AA/AT - Dorset Police

- Crime levels locally low; some outboard thefts elsewhere in county.
- Noted organised crime using RIBs for drug and weapons transport along south coast.
- Public urged to call **999 for any crime in progress**.
- Security Afloat-style county-wide event proposed.

MH - Harbour Traders Association

- Mary intends to revive the Traders Association as an active group.
- Confirmed issues: ongoing flooding under Town Bridge; sand jetty survey welcomed.

JP - Charter Boats

- Weather severely impacting winter trade.
- Competitions scheduled:
 - **Weymouth Wideback** – 22 June.
 - Police competition in October.

TD - Clubs of Weymouth

- All racing marks removed for winter; only one lost.
- Hippo Boys (outer trots) to be repositioned before Easter.

WH - Weymouth Beach / Resort Leisure Users

- Beach levelling due next week.
- No replacement for pedalos during 2026 season.
- Discussion ongoing about rafts issue and swim zone buoys.

CS – Training, Education and Schools

- Concerns raised about buoys pushing too far toward Harbour entrance. **EC** confirmed they will return to original alignment by the old Merlin Tower location once wall works finished.

MH/AA Weymouth Harbour Watch / Dorset Police

- Security Marking Event is scheduled for 28 March across North Quay & Westway pontoons. Timing and location to be advertised. **SJ** to compile details.
- Commercial skippers requested alternative arrangements due to high-value equipment; police happy to board vessels directly. **SJ & AA** to arrange with **JP**
- **Cllr RH** – The next HAC is on 4th March. Following on from the full Council meeting where there will be no increase in car parking fees but 5 million has been given to Highways in light of the recent flooding and road deterioration. Council Tax is going up by 4.99% . Discussions were held regarding the flood plains and planning issues in Dorset with a motion being presented by

Cllr O'Leary regarding the Housing Associations selling off property in the local area. EC confirmed that Mooring Fees within the harbour are increasing by 3.4% tracking inflation, and this was also approved in the full Council meeting. Harbour budgets are ring fenced for the harbour only.

7. AGENDA ITEMS FROM MEMBERS

- **AH** – Items raised by NQ & WW Rd pontoon berth-holders:
 - Can berth holders have an assurance that there'll be no loss of parking space in the new North Quay loading bay when it's completed?
- **EC** confirmed that the layby will be increased in size and will remain in its previous location in front of the NQ gatehouse. Signs will be clearly in place to identify it as a loading bay with the current time and space restrictions.
- **CT** – asked about the NQ car park future and facilities for Berth-holders. **EC** advised that the harbour required facilities and car parking at this location, but it will be presented in consultation for the redevelopment of that area.

7. ANY OTHER BUSINESS

- **DB** – Asked when the 4Knot marker buoys would be positioned in the bay this year. **EC** confirmed that they would be going out at the beginning of April prior to the Easter Holidays.
- **AA** – Advised that Bob Summerhayes has resigned his position of Substitute to the Commercial Fishermen Representative and Edgar Moxom will be taking on the role.

8. DATES FOR FUTURE MEETINGS

Harbour Consultative Group

- 13 May 2026
- 19 August 2026
- 11 November 2026
- 10 February 2027

Harbours Advisory Committee

- 04 March 2026
- 10 June 2026
- 16 September 2026
- 02 December 2026
- 03 March 2027

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Bridport (West Bay) & Lyme Regis Harbours Report

Harbours Advisory Committee
4th March 2026



James Radcliffe

Bridport (West Bay) and Lyme Regis Harbour Master

Harbour Statistics Report

1. Bridport's performance remains broadly comparable to this time last year in terms of season tickets and visiting boat nights. There has been an increase in single launches, reflecting higher day-use activity. Shop income remains in line with last year, while diving air fills are slightly lower, which is consistent with the current weather patterns affecting diving conditions.

2. At Lyme Regis, the increase in season ticket sales compared with last year has been offset by a reduction in day launches, resulting in a broadly balanced overall activity level. Visiting boat nights have performed well, showing strong demand from the visiting fleet. Quay-side parking continues to perform exceptionally strongly, already exceeding last year's full-year total, and the shop is also trading well, contributing positively to overall income.

3. Relinquishments

At Bridport, 11 moorings have been relinquished, with 6 new offers accepted.

At Lyme Regis, 23 moorings have been relinquished, including 5 removed due to non-use and therefore not meeting harbour criteria. A total of 15 new mooring offers have been accepted.

4. Mooring Occupancy:

Bridport: Mooring occupancy is 68% for private moorings and 14% for commercial moorings.

Lyme Regis: Mooring occupancy is 74% for private moorings and 62% for commercial moorings.

Bridport Harbour Statistics as of 1 February 2026

	2021/22	2022/23	2023/24	2024/25	2024/25 (Feb 25)	2025/26 (Feb 26)	Against Previous Year Profile
Season Tickets	85	82	85	66	66	69	4.5%
Single Launches	525	489	404	318	318	371	16.6%
Visiting Boats Nights	167	157	163	160	160	150	-6.2%
Boat Lifts	£9,033	£11,098	£7,785	£9,285	£6,765	£9,043	33%
Quay Side Parking	£9,763	£8,478	£10,024	£13,795	£13,039	£11,383	-12.7%
Shop	£37,799	£26,278	£17,740	£17,764	£15,404	£16,427	6.6%
Diving Air Fills	£14,134	£28,239	£23,134	£27,462	£25,518	£22,731	-10.9%
Waiting List – Leisure	37	17	9	10	10	5	-50%
Commercial	6	6	7	6	6	6	0%
Leisure Moorings (out of 137)	124	124	110	95	95	94	-2.0%
Commercial Moorings (out of 26)	26	23	21	12	12	12	0%

Lyme Regis Harbour Statistics as of 1 February 2026

	2021/22	2022/23	2023/24	2024/25	2024/25 (Feb 25)	2025/26 (Feb 26)	Against Previous Year Profile
Season Tickets	54	61	78	51	51	78	53%
Single Launches	213	211	159	181	181	160	-11.6%
Visiting Boats Nights	185	375	313	168	168	199	18%
Boat Lifts	£7,450	£14,722	£11,341	£12,375	£11,273	£11,221	-0.45%
Quay Side Parking	£4,828	£15,535	£21,541	£61,560	£21,058	£62,709	198%
Shop (New July 2021)		£6,626	£11,772	£10,825	£8,417	£10,156	20%
Waiting List – Leisure	24	32	14	13	13	10	-23%
Commercial	11	11	09	11	11	12	9%
Leisure Moorings (out of 209)	193	195	158	140	140	156	11%
Commercial Moorings (out of 35)	34	35	30	30	30	22	-26%

Staff Training and Competency

Staff Update

We are saying goodbye to Harry Cornwell, who has decided to put his apprenticeship training to good use by travelling abroad to work on vessels. We wish him well as he takes this next step in his maritime career.

In addition, Harri Emery has reduced her working hours in order to begin a 40-week boat-building course at the Boat Building Academy in Lyme Regis. This is a great development opportunity for her, and we look forward to seeing the skills she brings back to the team.

With these staffing changes, we are actively recruiting for new team members to ensure we maintain full operational capacity across both harbours as we enter the busy season.

Planned Courses

- MCA Beach Master's Course

Harbour Consultative Group (HCG)

Both HCG groups met beginning of February

Harbour Revision Order (HRO)

The Bridport and Lyme Regis 2026 Harbour Revision Order was laid in Parliament on 26th January and will come into force on 20th February.

Harbour Works

Fisheries and Seafood Scheme (FaSS) Funding

Both harbours have secured funding through the Fisheries and Seafood Scheme (FaSS) to support key equipment replacements. The scheme will fund 75% of the total project costs, which are:

- *Bridport* – Total project cost: £78,421
75% grant value: £58,815.75
- *Lyme Regis* – Total project cost: £9,850
75% grant value: £7,387.50

These grant amounts will be claimed upon completion of the projects, supporting the replacement of the quayside davits at Bridport and the fishermen's crane at Lyme Regis.

Bridport Harbour

Flood Barrier Installation

On 8th December, harbour staff, working alongside our colleagues in FCERM, installed the flood barriers, which resulted in the closure of the esplanade to traffic. This action was carried out in accordance with the trigger levels set by the Environment Agency.

The below photos show the barriers being collected and installed on the Esplanade.





Storm Impact – Bridport

Storm Impact and Shingle Management

Recent south-easterly storms have driven an exceptional volume of shingle onto East Beach, levels not seen in over 20 years. This sudden accumulation has overwhelmed the harbour entrance, with an estimated 10,000 tonnes of material deposited within the harbour.

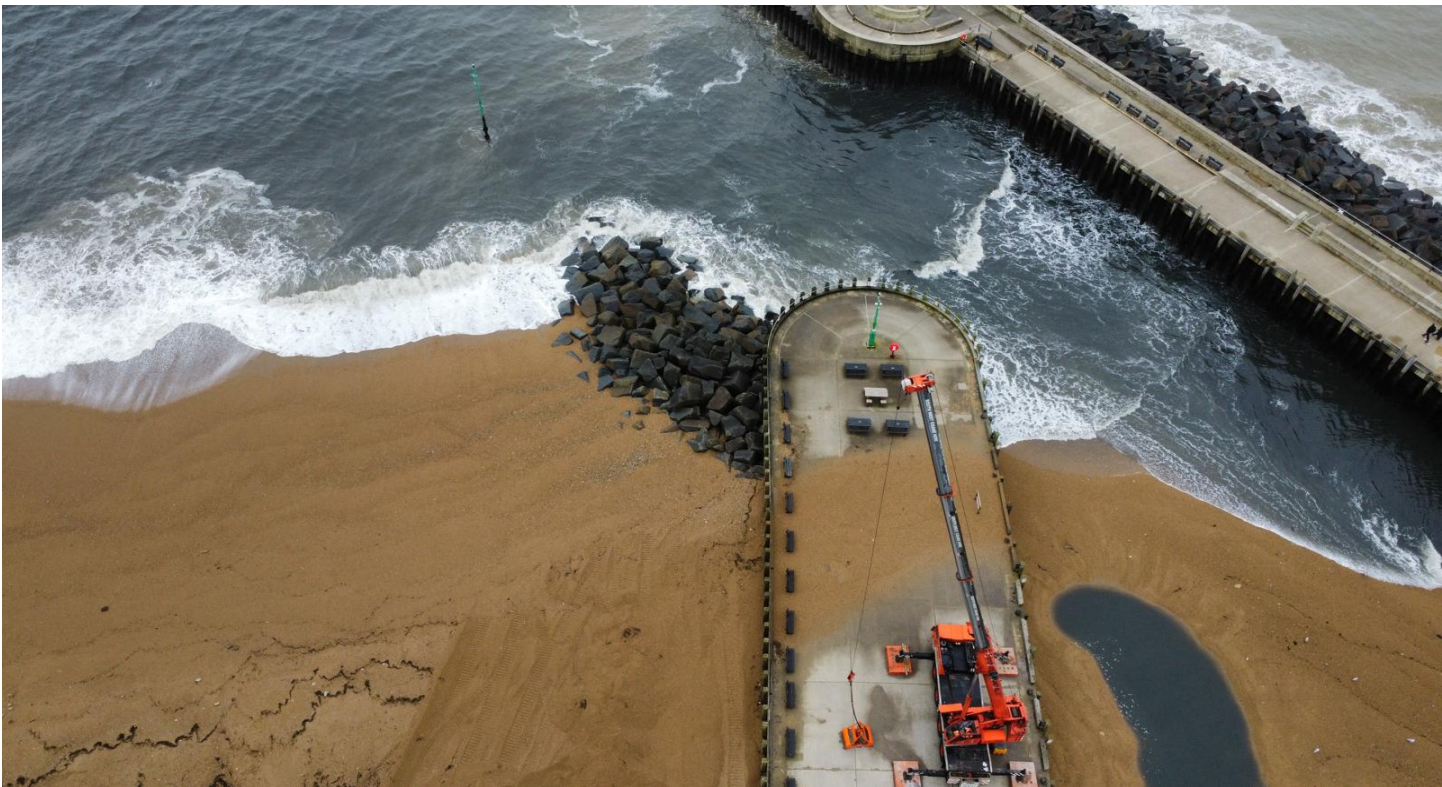
To maintain access and restore safe operations, the team has been using an 80-tonne crane and grab to remove shingle and return it to East Beach. These works are being carried out in coordination with the Environment Agency, who are undertaking parallel beach replenishment operations along the frontage.

In addition, the Bridport Harbour team will continue its routine use of the sluice gates to flush accumulated sediment from the harbour system. This activity is typically undertaken on evening low tides, as staff are generally working within the harbour on ground chains during daytime spring tides, making evening sluicing the safest and most practical operational window.

The picture below shows the significant shingle build-up at the harbour entrance before removal operations commenced.



The next photo shows how far the beach has migrated seaward, now extending approximately 40–50 metres further out than before the storms. The beach line has advanced beyond the end of the rock groyne, clearly illustrating the scale of movement.



We will be using an excavator to recover material from the lower section of the beach in an effort to reduce the build-up of sand and shingle. The recovered material will then be utilised by the Environment Agency as part of their ongoing sea defence replenishment works, ensuring it is put to beneficial use while helping maintain beach and harbour access.

Storm Impact – Lyme Regis

Following the recent storms at Lyme Regis, hundreds of tonnes of pebble were washed off Monmouth Beach and deposited across the Cobb Causeway, with additional material carried into the harbour. This required contractors to be brought in to remove the accumulated shingle and restore safe access.





Separately, the extended platform became undermined after beach levels dropped significantly. A swift repair was completed within the same footprint to prevent further erosion and additional undermining of the structure.



Dredging

Water Injection Dredging (WID)

Following the initial WID trials carried out in November, we reviewed the early results and concluded that the severe weather conditions at the time did not give the method a fair opportunity to demonstrate its effectiveness. To obtain a clearer assessment, we commissioned further trials with a different contractor.

These additional trials have produced encouraging early results, and the east basin has now returned to previously dredged levels, although a formal survey is still pending to confirm this.

From 16th February, we will continue WID trials in the outer harbour to build a more comprehensive understanding of overall performance and inform future dredging strategy.

Accidents and Incidents / PMSC Issues

A commercial fishing vessel appears to have settled into a depression it had created in the seabed and subsequently listed too far to one side, preventing it from refloating on the rising tide after low water. The vessel was successfully refloated later the same day, after which it was lifted out of the harbour and removed from the site





Aids to Navigation

Inspection of Local Aids to Navigation, Merchant Shipping Act, 1995, Section 198(1)

We wish to advise you that the local aids to navigation under the management of Dorset Council at Bridport were inspected on 26/01/2026 by an Officer of Trinity House and were found to be in good and efficient order, except for the following:

Place	AtoN No	Aid To Navigation	Position	Aid Type	Defect
P0952	N08244	Black Ledge Rock Groyne	50° 42.450' N 002° 46.300' W	Unlighted Beacon	Requires Painting

We plan to address and complete the required painting works as soon as weather conditions allow.

We are pleased to advise you that the local aids to navigation under the management of Dorset Council at Lyme Regis were inspected on 27/01/2026 by an Officer of Trinity House and found to be in good and efficient order.

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 Pirates Weekend 23rd & 24th May 2026
- WBSAC 18 July 2026 Open Boat Weekend
- OCRDA Race 25 July 2026
- West Bay Days West Bay Weekend 1st & 2nd August 2026
- Gig Club Regatta 8th August 2026
- Earth my Earth art project 13 September 2026
- West Bay Days Bonfire by the Beach 31st October 2026

Lyme Regis

- Bridgewater Harleys Group 2nd May 2026
- RNLI Blessing of the boats 10th May 2026
- LRGC Masters regatta 16th & 17th May 2026
- Lyme Regis Sailing Club (LRSC) Fireballs Open 21st June 2026
- LRSC Youth Regatta 11th July 2026
- LRSC Regatta 1st & 2nd August 2026
- Lyme Splash Water Polo 1st & 2nd August 2026
- Lifeboat week 15th – 23rd August 2026
- Lyme Splash 6th September 2026

Weymouth Harbour Report

Harbours Advisory Committee
4th March 2026



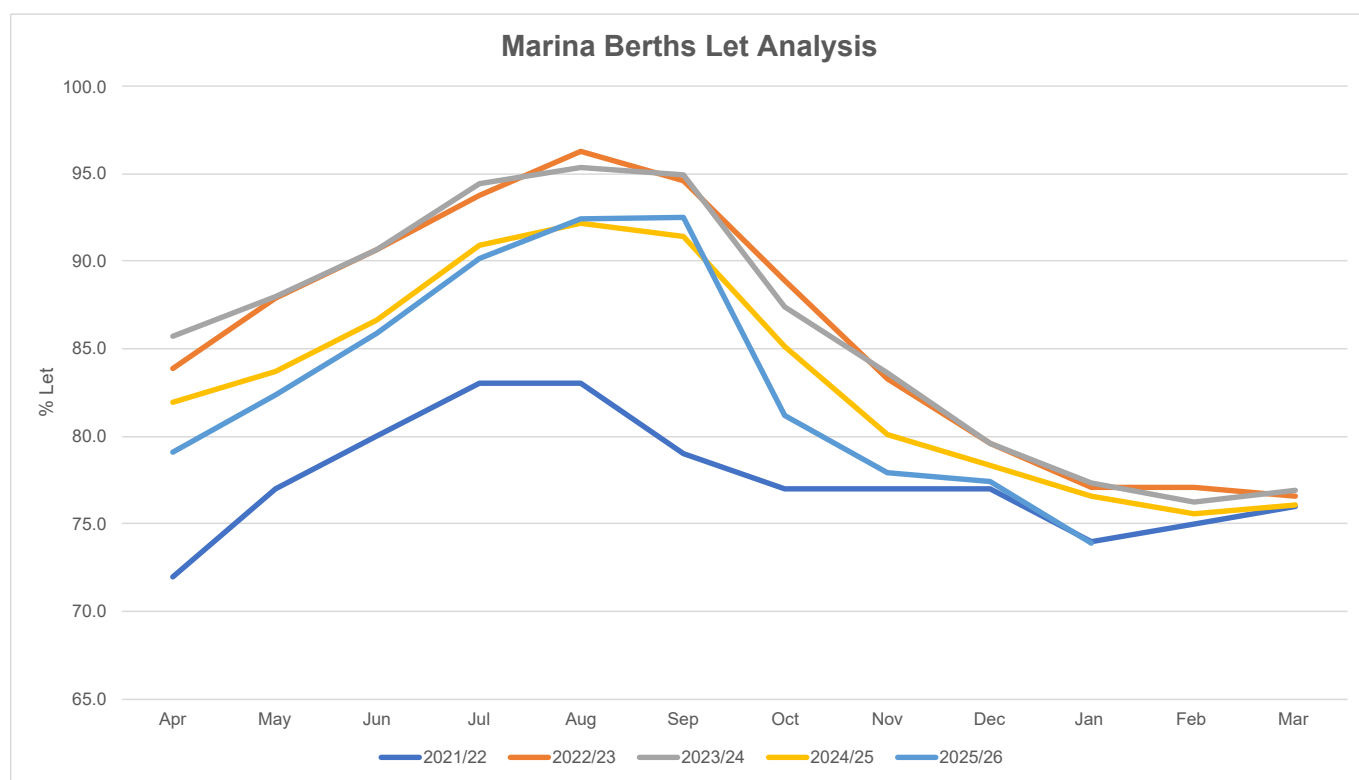
Ed Carter
Dorset Harbours Manager & Weymouth Harbour Master

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 saw a steeper drop in occupancy during October than in previous years, with occupancy in January down to the same level as in 2021/22. Currently, our annual renewals process is underway, new customers are applying for moorings, and we are seeing positive numbers of existing customers renewing for the coming season. As was mentioned in the last update to this committee, popularity of 6 month let agreements is still increasing, with more customers choosing to berth their vessels elsewhere during the winter.

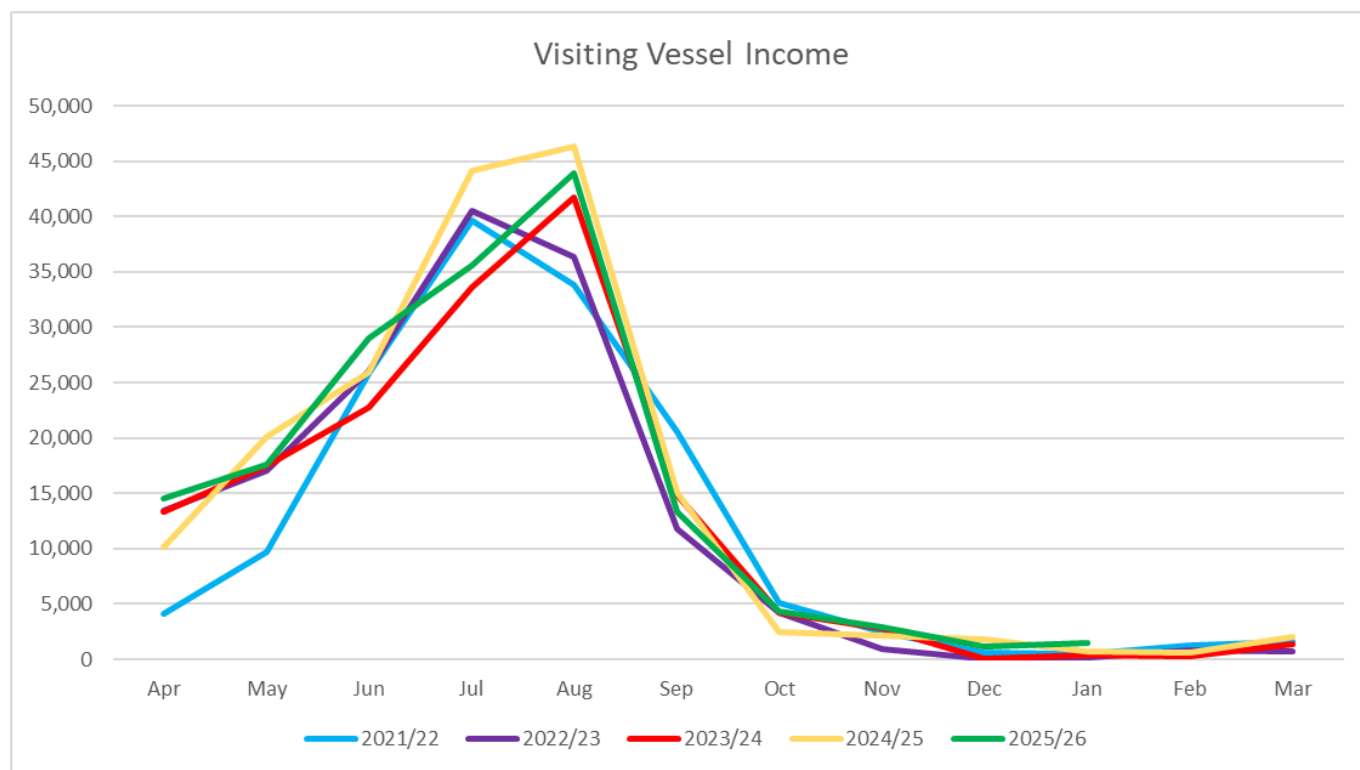
While interest in the largest vessel berths (12m LOA and above) remains strong, with a waiting list in place, we do have vacancies for vessels around 10m LOA. We are however already receiving enquiries for 10m berths of this size for the 2026 season.



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 Feb)	Against Previous Year Profile
Visiting Leisure Craft Revenue (Berthing Fees)	£160,715	£162,974	£183,516	£163,892	-3.0%
Slipway & PWC Permit Revenue	£25,351	£21,382	£17,555	£18,784	7.7%
Number of Bridge Lifts	1,350	1,354	1,404	1,230	-1.4%
Number of Vessels Transiting Bridge	6,182	5,952	5,522	5,239	0.9%
Number of Non-resident Fishing Vessel Visits	48	78	165	149	1.4%
Number of Acts of Pilotage	0	0	0	0	-

Harbour Operations & Port Marine Safety – Quarterly Update

1.0 Harbour Use

- 1.1 While December remained calm and cold, throughout the Christmas period and early into the new year, January and February have seen several named storms with strong winds and sustained periods of very heavy rain. The harbour has borne the worst of the conditions without complaint, and we have seen no major damage to infrastructure or vessels.

Harbour activity has remained quiet, as is the norm for the time of year, and our team have continued their programme of winter maintenance. Harbour vessels have been cleaned and serviced, a full clean of all pontoons has been conducted over the winter period and works to refurbish the Westway Marina gatehouse are underway.

- 1.2 In December, the Christmas Day swim coincided with strong easterly winds and very cold conditions. On Christmas morning, the swim organisers were in discussion with the harbour team early in the day, assessing whether things could go head. Although windy and cold, conditions in the harbour were calm and it was decided that the first group to enter the water would comprise of experienced and strong cold-water swimmers. It was clear very quickly that people were struggling with the temperature and with the west to east flow of the tide, and several people had to be helped across by the kayak safety team. The safety teams, both kayak and vessel, reported that conditions were making it difficult to get to persons in the water quickly, and the decision to cancel the swim was made. For the 2026 swim, the process for monitoring weather conditions ahead of the event will be reviewed, and the thresholds for advance cancellation of the event will be examined.

1.3 Staffing Changes

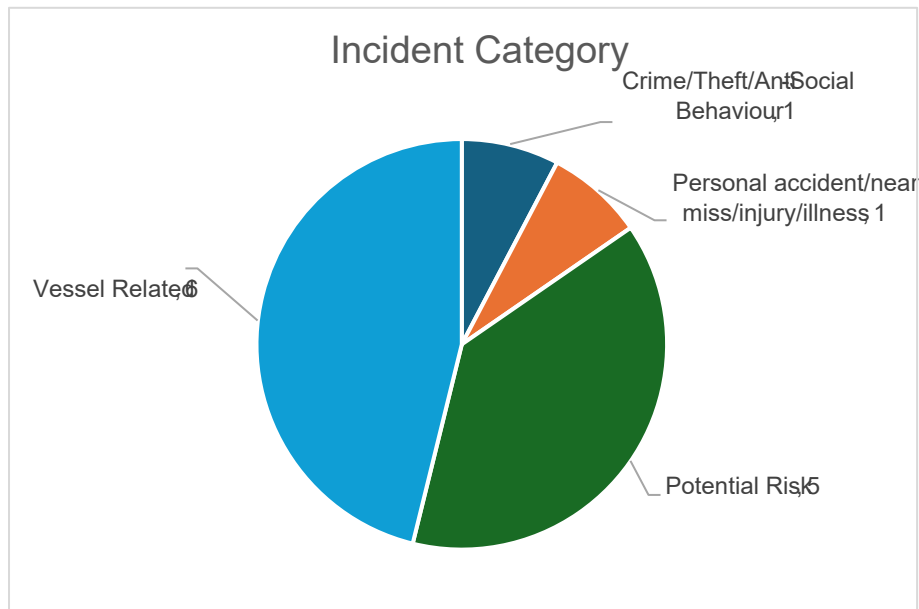
Advertisement of the Assistant Harbour Master post over December and January received over 50 applications. 6 very strong applications were shortlisted, made up of both internal and external candidates, and these were invited to attend a formal panel interview, written knowledge assessment, and a practical boat skills test.

After this thorough process, I am delighted to announce that the successful candidate was Liam Rowland, who is moving from the position of Weymouth Harbour Berthing Officer to take up the role. Liam brings directly relevant experience through his current work within the team, along with a strong understanding of our operations, safety management systems, and the standards set out in the Port & Marine Facilities Safety Code. Throughout the recruitment and interview process, he demonstrated the skills, professionalism, and commitment required to step confidently into the role.

Further recruitment is taking place in the run up to the start of the season. We will be advertising for a new permanent Berthing Officer to replace Liam's previous position, and for a new Moorings Officer to work with the Berthing Office team, a post that was vacated in November 2025. A verbal update will be given to the Committee at the March meeting should further recruitment have concluded.

2.0 Incidents

- 2.1 At the time of writing this report, the Harbour team have recorded 13 incidents since the last meeting:



Within each category, incidents have comprised of:

Crime/Theft/Antisocial Behaviour:

- Harbour staff encountered a member of the public sleeping on harbour premises.

Personal Accident/Near-miss/Injury:

- Drunken persons were found climbing onto a vessel berthed alongside the waiting pontoon.

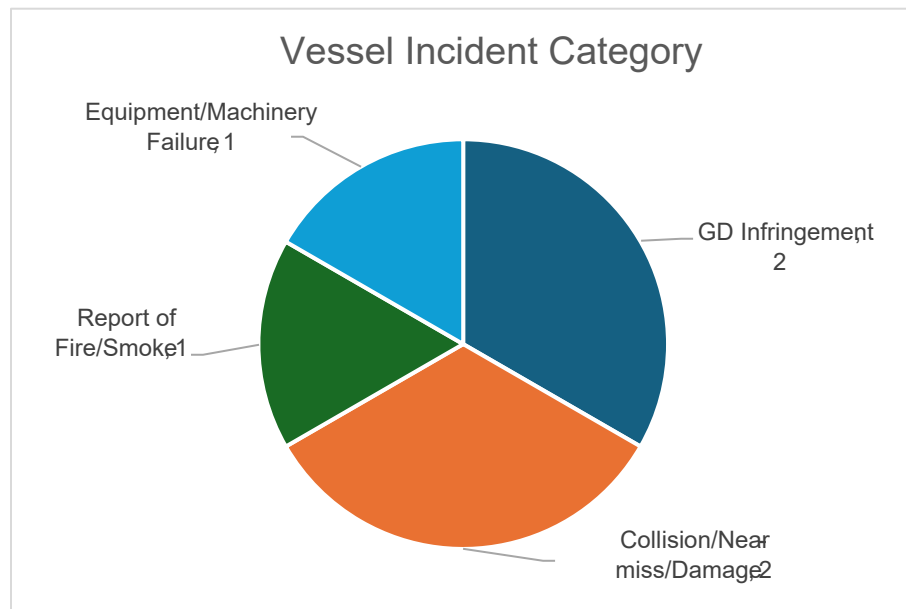
Potential Risk:

- Needle found sticking out of a storm drain on Commercial Road.
- Roadworks barriers had been thrown into the harbour.
- Obviously drunken person near an unguarded drop into the harbour.
- Temporary failure of bridge lift machinery.
- Very large number of spam emails sent to a harbour office email address.

Vessel Related:

- 2 instances of mooring lines snapped during high winds, one of which resulted in the vessel knocking against the vessel on the adjacent berth.
- GRP covering torn loose from a coach house roof during high winds.
- Smoke issuing from an engine being serviced prompted a call to the Harbour Office from a passer-by.
- Vessel speeding within the harbour creating excessive wash.
- Vessel illegally moored/berthed without authorisation.

Two incidents involving speeding vessels within the harbour are currently being investigated with a view to pursuing legal action and potential prosecution under the Weymouth Harbour General Directions 2024. Further detail on these incidents will be provided at a later date.



3.0 Operations

3.1 Oil Spills & Response

There have been no oil spills or other pollution incidents in Weymouth Harbour during the period.

In compliance with regulations, Annual Oil Spill Returns have been made to the MCA, summarising and reporting on all spills, exercises and training conducted during 2025.

Further oil spill response exercises will be conducted during 2026, in compliance with regulations and to maintain and test our Oil Spill Contingency Plan, our state of readiness and overall ability to respond quickly and efficiently to pollution incidents.

We are currently liaising with Dorset Fire and Rescue service to plan a larger multi-agency emergency exercise in 2026. The execution and planning of this exercise will help to formulate a response plan and MoU with Dorset Fire and Rescue, to encompass all three Dorset Council harbours. It is planned to hold this exercise towards the end of the coming season, most likely in late September, and further details will be brought to this committee as they develop.

3.2 Bathymetric Survey

The annual Bathymetric Survey of Weymouth Harbour in 2025 was 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.

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.

An initial review of the depth and residual change survey results has indicated no major change in the harbour entrance topography, or within the Inner Harbour, Town Bridge, and marina areas. Generally,

access to Weymouth Harbour at all states of tide remains unchanged with no requirement for further navigational advice or immediate dredging. Some further work is being carried out to assess the extent of the sea grass beds in the harbour entrance, and to provide accurate data on the 'least depth' in the harbour entrance over the last 10 years, to better understand the future requirements for dredging and the maintenance of port access.

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). To assist in expediting the process, in late 2025, we received confirmation that the MMO had agreed to combine the Weymouth HRO with the Bridport and Lyme Regis HRO into a single amalgamated order.

We have received and responded to several questions from the MMO during January and early February. However, at the time of writing this report, no further obstacles had been presented, and the combined HRO is due to come into force on the 20th of February 2026.

3.4 Port & Marine Facilities Safety Code Compliance Exercise

The national three-yearly MCA PMSC Compliance Exercise for 2026 has now been completed for all three Dorset Council Harbours. As part of this process, we have formally reviewed and evidenced our adherence to the Port & Marine Facilities Safety Code, supported by recent audits and the Designated Person's ongoing reports. These confirm that Weymouth, Portland and Bridport Harbours continue to operate in accordance with the Code.

A separate paper on this compliance exercise is being presented to the committee today. A copy of the completed PMSC Compliance Statement is provided alongside that paper for members to view.

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 took place in November 2025 at Cosens Quay car park in two locations where changes have been observed in the surface level. In both locations it was found that the slumping had occurred due to fine material being washed out by ground water, and repairs were easily made. No significant holes or evidence of further change were discovered, and the area will continue to be monitored by engineers during the course of their duties.

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.

The railings along the perimeter of the Stone Pier serve to protect members of the public from falling from height into the sea and harbour entrance. Rocks surrounding the concrete base of the pier become exposed at low tide, significantly increasing the risk of serious injury or drowning in the event of a fall.

The condition of the Stone Pier railings has progressively deteriorated due to prolonged exposure to harsh coastal weather. Undertaking the works now will prevent continued deterioration of the railings. If the condition is allowed to worsen, refurbishment may no longer be viable, and full replacement could become necessary. This would incur substantially higher costs, create greater operational disruption, and result in unnecessary material waste.

The works to replace rotten, damaged, and old railings, and to refurbish and repaint the posts and remaining railings is expected to cost £90,800 ex VAT for the full 500 metres of railings, which is a saving of over £100,000 when compared to a complete replacement and by retaining the existing railings will help to preserve the character of the Stone Pier. Funding for these works is already identified within the Asset Maintenance reserve.

Procurement for this project is currently being undertaken, and it is planned that these works will be completed before the peak summer season.

4.4 Sand Jetty

The architecture and engineering consultants Ramboll are being commissioned to assess the structure and condition of the Sand Jetty. Procurement is currently being undertaken, and it is planned that the survey will take place in early summer, at a cost of £8,888.00.

Given the age and utility of the Sand Jetty, it must be routinely inspected to confirm whether it is structurally sound and safe for use. Ramboll carried out a structural assessment and options study in 2013, after which a damaged pile was repaired and restrictions placed on vehicle loading. Given the time lapsed, it is necessary to undertake a high-level structural assessment to determine whether any deterioration has taken place and confirm the condition and life expectancy of the structure.

The outcome of the assessment will provide guidance on whether:

- the structure is still acceptable for use under its current conditions and utility,
- any additional restrictions or precautions should be taken, or
- a detailed structural assessment and updated option study will be required.

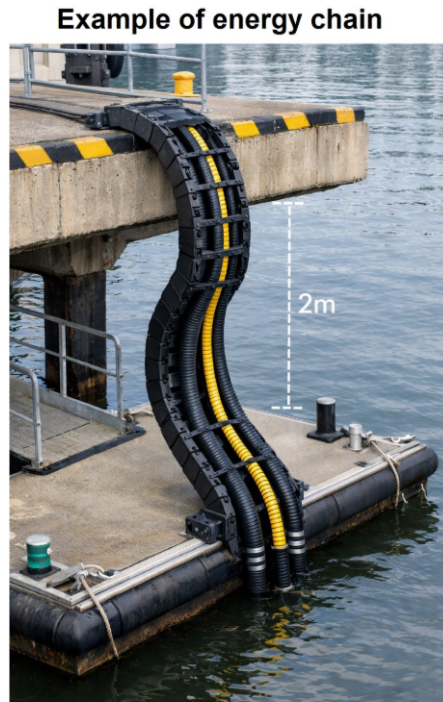
Failure to identify potential risks, such as structural failure and collapse, can result in substantial financial and reputational damages as well as risk to life.

A high-level structural survey by visual inspection of all the structural elements of the Sand Jetty will be completed, both above and below water. An external professional dive team will be utilised to undertake and record the underwater inspection, which will be appointed and managed by Ramboll and the cost of which is included in the fee proposal.

The results of the assessment, and any further required works, will be reported to this committee at a future meeting.

4.5 Weymouth Quay Fuel Pontoon

Further to the spill of fuel during commissioning of the fuel pontoon, reported to this committee in December 2025, works are planned to install a re-designed system (energy chain) for the securing of the fuel pipes from where they exit to quay wall to the connection to the pumps on the pontoon.



The cost of this re-design and installation is being met by Knights Brown, the contractor for the Weymouth Quay Regeneration works. Installation by is planned for mid-March, with the intention of having the systems finally commissioned and ready for the serving of fuel at the start of the 2026 season.

5.0 Commercial Port Berths & Notable Traffic

5.1 The harbour welcomed the motor yacht MOSAIQUE in January, a Cayman Islands-flagged pleasure vessel. As a large luxury yacht, MOSAIQUE represents higher-profile leisure traffic and contributes to the visibility of Weymouth as an attractive port of call for premium private vessels. Her visit supports the continued growth of the harbour's leisure sector, demonstrating ongoing appeal to international yachts and reinforcing the harbour's role in serving a diverse mix of marine users throughout the year.



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

Alongside the usual annual harbour events, some further large events are also planned. Attracting events to the harbourside directly supports Dorset Council's Harbours Strategy, which identifies the development of leisure and tourism activity as essential to making Weymouth a “premium destination” and strengthening the local and blue economy. The strategy also emphasises integrating the harbours with the community and enhancing their cultural offer, aims that are well met by hosting vibrant, high-footfall public events. In addition, Weymouth is already recognised for its year-round events programme, with the harbourside serving as a key venue for major festivals and community gatherings, further demonstrating the value of bringing high-quality markets and cultural activities to this important waterfront location.

Dorset Artisan Market

The Dorset Artisan Market is a well-established monthly curated market showcasing the best of local artisans, craftspeople, food producers and small independent businesses from across Dorset and Somerset. Running successfully in Sherborne since 2019 and now a major attraction in Dorchester, the market typically features over 100–200 stalls offering handmade goods, local produce, art, vintage items and unique craft creations. Recognised for its strong community focus, it supports local traders and draws significant footfall, making it a popular and vibrant event for residents and visitors alike.

The market will be coming to the harbourside on three dates during the coming season. On one Friday each month in June, July, and August, the market will take place from 3pm to 8pm and will be situated along the Cargo Stage and Weymouth Quay.



SeaFeast

The Dorset Seafood Festival, branded in recent years as SeaFeast, returns to its harbourside home in Weymouth on 4–5 July 2026. Free to attend, the festival showcases Dorset's outstanding seafood, bringing together top local chefs, artisan producers, market stalls, live entertainment, family activities and opportunities to learn about sustainable fishing and ocean health. Now in its 17th year, the event has previously attracted tens of thousands of visitors and is widely recognised as one of the country's leading culinary festivals, contributing millions to the local economy. Its 2026 homecoming, supported by Dorset Council, marks an important milestone in re-establishing the festival at the heart of Weymouth Harbour.



iQFoil Championships – Portland & Weymouth

The 2026 iQFoil World Championships will be hosted by the Weymouth & Portland National Sailing Academy from 4–12 September 2026, bringing around 250 of the world's top Olympic-class windsurfers to the area. The majority of racing will take place in Portland Harbour and Weymouth Bay, which offer the consistent and high-quality sailing conditions that make the venue internationally renowned.

The medal races, determining the World Champions, will be held on Saturday 12 September, with finalists sailing from the race area into Weymouth, coming ashore at a dedicated Race Village in front of the Pavilion Theatre to enable public viewing and engagement. This event marks the first time the UK has hosted an Olympic-windsurfing world championship since 2009 and reinforces Weymouth and Portland's reputation as a premier international sailing venue.



NATIONAL FISHING REMEMBRANCE DAY

10 May, 2026

**Come along to our service of remembrance and
reflection - All very welcome**

**Each year, fishing communities
around the UK hold services to
remember those fishermen
who have lost their lives
bringing home the catch.**



Midday

Sunday May 10th

On the Fishermen's Quay, opposite The Pavilion, Weymouth

Service includes: Sea Shanties performed by the local group Dorset Wrecks, readings, poems and a silence. Bring flowers if you wish.



National Fishing Remembrance Day is created in partnership between the Fishermen's Mission, The Seafarers' Charity, Stella Maris, Seafish and the Maritime and Coastguard Agency.

Any queries please contact - **Hayley on 07827965243** hayleyhamlett@fishermensmission.org.uk

Company registered by Guarantee, Registered in England No 24477 A Charity founded in 1881 Registered Charity
England & Wales No 232822 Registered Charity Scotland No SC039088

Event Calendar:

Month	Event	Date(s)
May	Fishing Remembrance Day Service Fayre in the Square Wessex Folk Festival	10 th 23 rd – 24 th (Bank Holiday) 30 th – 31 st
June	National Mixed Gig Championships Offshore RC Model Racing Lifeboat Week Dorset Artisan Market	6 th – 7 th 13 th – 14 th TBC 19 th
July	SeaFeast Dorset Artisan Market	4 th – 5 th 17 th
August	Dorset Artisan Market	14 th
September	P/S Waverley P/S Waverley iQFoil World Championships P/S Waverley Ironman	3 rd & 4 th 9 th 4 th – 12 th 13 th 20 th
October	Beach Motocross	10 th
November		
December	Christmas Day Swim	25 th

Harbours Advisory Committee

4 March 2026

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 (maximum of 500 words)

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

The Coastal Risk Management team are supporting the Harbours team to deliver this work.

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

Recent inundation of the Bridport Harbour entrance and outer harbour by sand being washed in by wind and wave action requires an urgent response which is underway.

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.

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.

We are supporting with the storm response assisting the harbour team with removal of the shingle bar blocking the harbour entrance.

c. Harbour Wall A and B Works.

The project is currently on schedule to start work on Wall A in the Spring and Wall B in Autumn, subject to the licenses being issued. All licensing has been applied for from both the Environment Agency and the MMO. If consented in time, the works undertaken in Spring 2026 will re-seal the footway behind Wall B, so the site has increased resilience and is more aesthetically pleasing.

4.2 Lyme Regis Harbour

a. Dredging

The Coastal Risk Management team are supporting the Harbours team to deliver this work.

Trial Implementation of new Water Injection Dredging techniques are ongoing 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.

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.

With preventative measures in place, we will continue to monitor the site closely but are optimistic that the rock bags will provide sufficient protection against further damage over the coming months.

The permanent repair is rescheduled for a suitable low tide week commencing 16/03/2026.

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 indicating their reluctance to support the design in its present form. In response, we have arranged an onsite inspection of the Cobb at a suitable spring low tide in March with the key stakeholders, HE and Natural England in attendance. The aim will be to collaboratively identify agreed imperative measures to secure long-term strengthening of the Cobb coupled with a comprehensive maintenance regime.

A very successful and encouraging public engagement session was held on 27 November 2025, where residents and stakeholders had the opportunity to view the current outline design and share their feedback.

Funding discussions are ongoing, and the project is hopeful of securing additional funding from Community Infrastructure Levy. Subject to the necessary funding approval by Dorset Council Cabinet and the statutory consenting process, construction could begin in 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.

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**

The EA is currently still developing the updated appraisal guidance in response to the new Flood and Coastal Erosion Risk Management Funding Policy as released by DEFRA. The latest indication is that the new guidance will be released shortly prior to the start of implementation in April 2026.

The 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 OBC is anticipated to be ready for submission by winter 2026, dependent upon the requirements of the new guidance.

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

After some early delays due to Natural England requirements and Marine Management Organisation (MMO) licence determination, construction is proceeding well with work on the marine and anchor wall sheet piling for Wall G almost complete and sheet piling on Wall F already underway.

All Planning consents are now in place and landscaping work can commence on programme.

The programme indicates completion in September 2026.

e. Harbour Wall E (Harbour Compound)

Weymouth harbour wall E is a sheet piled wall located on the north of the harbour mouth adjacent to the former ferry berthing and continues past Weymouth pavilion and around to the pleasure pier at the end of the peninsula. There are areas of localised deterioration and heavy corrosion of the sheet piled wall.

As part of the initial design stages, Dorset Council's design consultant has been commissioned to undertake a condition survey of Wall E; this survey was undertaken in February. Following the results of the survey, we have commissioned a detailed design and specification document for the remedial and replacement section of this wall.

Following completion of the detailed design and contract documentation, the construction works are anticipated to be completed in the financial year ending March 2027.

5. Alternative options considered

5.1 n/a

6. Legal considerations

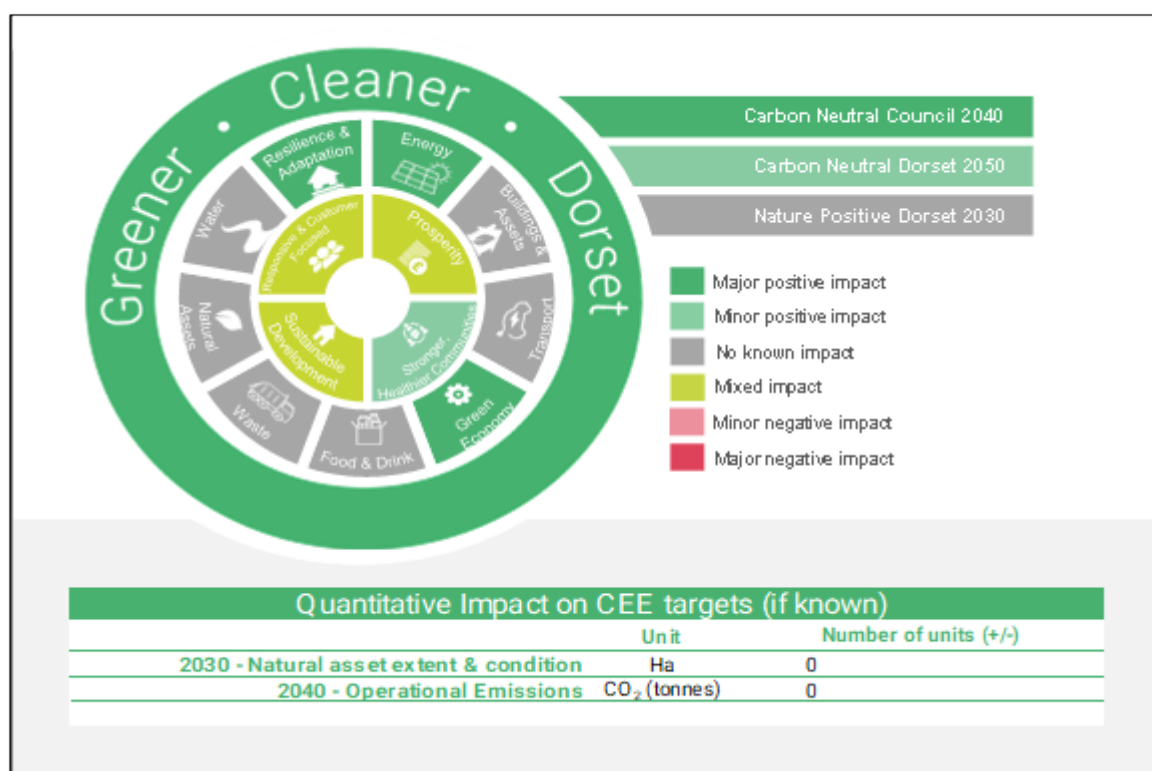
6.1 There are no legal implications arising from this report.

7. Financial implications

7.1 The financial implications of capital projects are detailed within the individual business cases which are reviewed as part of Dorset Councils capital programme approval process. Revenue maintenance activities are managed within the constraints of the allotted Dorset Council revenue budgets.

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

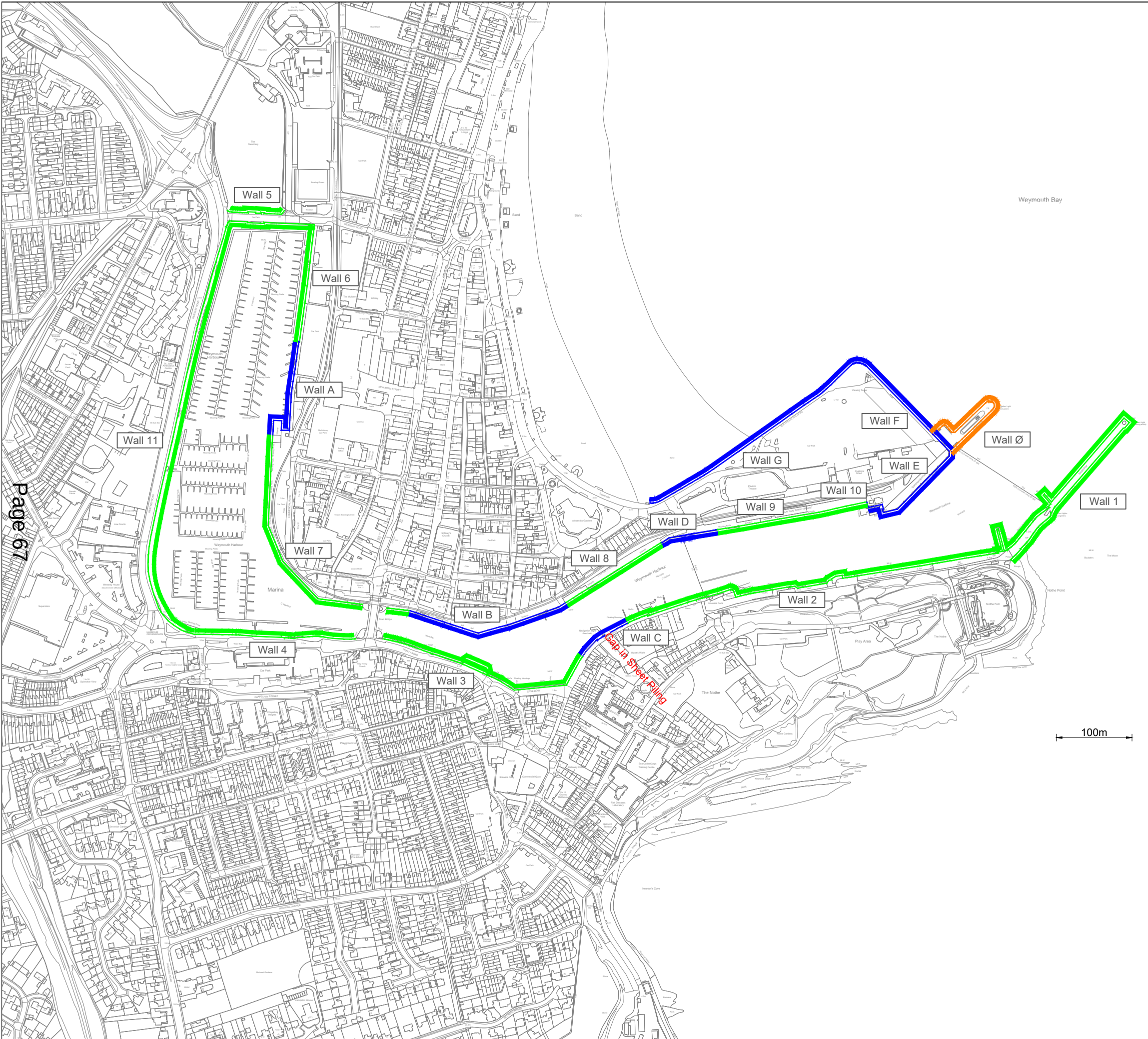
- 14. **Background papers**

- 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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- Key to existing walls
- Reinforced concrete / masonry (1-11)
 - Sheet pile (A-G)
 - Concrete pile/beam (Ø)

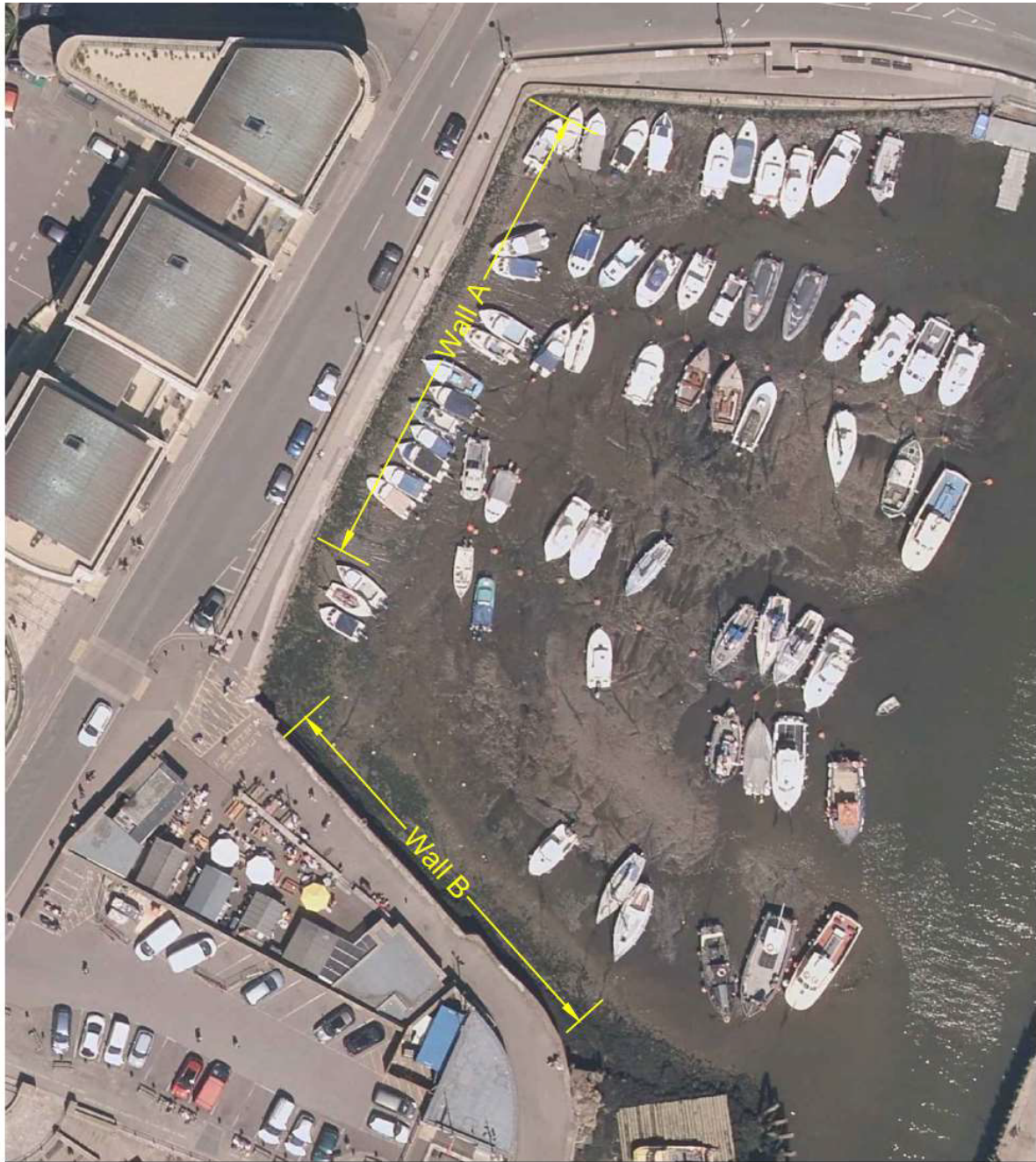
Rev	09Feb26	-	HW
Rev	Date	Issue / Remarks	Checked



DORSET HIGHWAYS Jack Wiltshire Highways, Engineering and Transport		
Project Title Flood & Coastal Erosion Risk Management		
Drawing Title Weymouth Harbour Walls Location Plan		
Scale (A3 Size) 1:5000	Drawn By MP	Date 20 Sep 21
Drawing Number 200921		
Drawing Status -		

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Bridport Harbour Walls A&B Location Map:



Photographic Copyright: Channel Coastal Observatory, 2017.

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ACCESSIBLE TABLE SHOWING IMPACTS

Natural Environment, Climate & Ecology Strategy Commitments	Impact
Energy	No known impact
Buildings & Assets	No known impact
Transport	No known impact
Green Economy	No known impact
Food & Drink	No known impact
Waste	No known impact
Natural Assets & Ecology	minor positive impact
Water	minor positive impact
Resilience and Adaptation	No known impact

Corporate Plan Aims	Impact
Prosperity	neutral
Stronger healthier communities	minor positive impact
Sustainable Development & Housing	minor positive impact
Responsive & Customer Focused	neutral

Recommendations	Responses -will this be incorporated into your proposal? How? And if not, why not?
Energy	
consider opportunities to generate renewable energy on the land	Limited opportunities to do so given the nature of the assets being managed but the engineering work will reduce floods & erosion risk to land that could be used to generate renewable energy.
Buildings & Assets	
No recommendations found for this category	
Transport	
No recommendations found for this category	
Green Economy	
No recommendations found for this category	
Food & Drink	
No recommendations found for this category	
Waste	

No recommendations found for this category	
Natural Assets & Ecology	
Use the opportunity to connect existing habitats using wildlife corridors	
Water	
No recommendations found for this category	
Resilience & Adaptation	
No recommendations found for this category	

Harbours Advisory Committee

4 March 2026

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: Weymouth Harbour Revision Order 2021, Local Legislation

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 January 2026.
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 predicted surplus £12,918**

- 4.1 The Bridport Harbour budget was originally set with an anticipated year-end surplus of £80,130; this surplus has now reduced to £12,918.
- 4.2 The main factor contributing to this change is the cost of dredging works. The initial Water Injection Dredging trials were impacted by the weather so to gain a more accurate assessment; a further trial was commissioned.
- 4.3 In addition to that, recent storms pushed an exceptional volume of shingle into the harbour entrance, creating a significant and unforeseen dredging requirement which has been costly to clear.
- 4.4 Other variances to the budget forecast are detailed below.
- 4.5 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.
- 4.6 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.
- 4.7 There are additional factors relating to pay related costs that have resulted in an overspend; a higher-than-budgeted pay award, the re-evaluation of pay (JE) for a number of posts and increased seasonal hours worked.
- 4.8 Overspend is expected due to Business Rates (NNDR) being slightly above budget, increased charges for Bank/Cash Collection and Merchant Charges and the Legal costs associated with the Harbour Revision Order
- 4.9 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 predicted deficit £14,266:**

- 5.1 Similar to Bridport, an overspend is forecast on service recharges due to HR and ICT recharges being recalculated post-budget setting. In addition to this, there has been a further overspend as an insurance excess charge has been processed.
- 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 An increase in contractor expenditure is forecast due to works arising from recent storm damage.
- 5.4 Overspend is expected due to Business Rates (NNDR) being slightly above budget, increased charges for Bank/Cash Collection and Merchant Charges and the Legal costs associated with the Harbour Revision Order.
- 5.5 A saving is forecast on the dredging budget at Lyme, as full-year dredging is not expected in this financial year.
- 5.6 Income overall is either on track or likely to exceed budget expectations, with increases from the onsite short stay car park, fuel sales, kayak storage and slipway usage. However, a shortfall is forecast for annual mooring and visiting craft income plus reduced concession income following several licence surrenders. However, a shortfall is forecast for annual mooring
- 5.7 Reimbursements and contributions relate to income generated from memorials. Although an income shortfall is expected, this is offset by a corresponding saving under the budget heading Supplies & Services. Income and associated expenditure are expected to remain at this level and will be reflected in future budgets.
- 5.8 The current forecast shows a net cost of just over £14,000 for the Lyme Regis budget, compared with earlier projections of a cost neutral position. This adverse position reflects some recent unavoidable costs and reduced concession income. As there is no balance in the reserve, the overspend will fall to the overall Place Directorate outturn.
- 5.9 Budgets and spend will be closely monitored over the next few months and where possible savings will be made to try and reduce this net cost.

6 Weymouth Harbour budget predicted surplus £989,801:

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 £989,000.

6.2 Income: overall £555,000 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 Income from visiting recreational vessels is lower when compared to last year, however, income has been boosted by winter berthing income and visits from super yachts. Budgets are estimated using various scenarios and takes 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 exceed budget forecasts.

6.5 The marina remains busy, although overall occupancy is lower than in recent years, this is not unexpected. Combined income from annual berth holders and temporary lets is expected to come in above the budget projection.

6.6 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.

6.7 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.

6.8 There have been delays in commissioning the new fuel service. Once operational this is expected to generate further income.

6.9 Expenditure overall £19,000 adverse

6.10 Although the pay award was higher than budgeted and additional costs were incurred to cover long-term sickness, savings from a recruitment gap and reduced spending on seasonal staff have helped bring the budget back on track.

- 6.11 A new electrical supply was installed as part of the regeneration project. Following discussions with Assets and Property, this supply far exceeds the harbour's operational requirements and attracts high fixed charges that cannot be reduced or avoided. For future harbour developments, it is unlikely that we will require a supply of this size, so we are working with A&P to explore options to remove this cost from the harbour budget.
- 6.12 Electricity consumption in the commercial area has increased further due to the ongoing Walls F&G works. These additional costs are being recharged to the contractor.
- 6.13 Recent monitoring of electricity usage in the commercial area shows that the solar installation is successfully reducing costs on our original supply. We are also in discussion with a contractor about directing more of our electricity consumption to the solar installation to further reduce costs.
- 6.14 An ongoing issue with a water meter at the Peninsular believed to be recording inaccurate readings has now been resolved with a replacement, leading to a cost saving. However, this saving has been offset by a significant undetected water leak. Once identified, the detection and repair process took considerable time, resulting in costs of approximately £20,000. Some of these costs can be recharged.
- 6.15 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.
- 6.16 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
- 6.17 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 £126,769. In this financial year, works set out in the business plan totalling £81,942 have been funded from reserves. This includes pontoon maintenance works, timber pile replacement and replacement chains.
- 7.4 Lyme Regis does not currently have a balance in reserves.
- 7.5 The reserve balance for Weymouth is forecast to be £3.1 million. This is split into several separate reserves detailed in the financial plan at appendix 3.

Project	Predicted or Actual cost
CCTV – slipway, marinas commercial area	£25,000
Refurbish Port Traffic Signals	£5,000
Cargo Stage enhancements	£100,000
North Quay Toilet enhancements	£30,000
Stone Pier Railings (replace, repair)	£92,000 (Actual)
Waste Pump Out	£35,000

- 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 2025/26 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 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).

Appendix 1
Budget Monitoring Summary 2025/26 for Bridport Harbour
Harbours Advisory Committee 4 March 2026

	2025/26 Full Yr Budget £	2025/26 Forecast £	Variance £	
Summary of Revenue Budget:				
Expenditure:				
Internal Charges (Expenditure)	122,700	136,200	(13,500)	(A)
Pay Related Costs	223,250	237,301	(14,051)	(A)
Premises Related Costs	43,800	48,386	(4,586)	(A)
Transport Related Costs	13,100	13,303	(203)	(A)
Supplies and Services	236,570	263,144	(26,574)	(A)
Third Party Payments (Contracted Out)	50,000	44,556	5,444	(F)
Total Expenditure	689,420	742,889	(53,469)	(A)
Income:				
Reimbursements & Contributions	29,200	1,957	(27,243)	(A)
Fees and Charges	740,350	753,849	13,499	(F)
Total Income	769,550	755,806	(13,744)	(A)
Total Bridport Harbour	80,130	12,918	(67,212)	(A)
 Bridport Harbour Reserve (986847)				
	£			
	B/f	Surplus In	In year spend	
Balance b/f from 2024/25	195,793	12,918	81,942	
End of year reserve predicted balance			126,769	

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Appendix 2

Budget Monitoring Summary 2025/26 for Lyme Regis Harbour

Harbours Advisory Committee 4 March 2026

	2025/26 Full Yr Budget £	2025/26 Forecast £	Variance £	
Summary of Revenue Budget:				
Expenditure:				
Internal Charges (Expenditure)	78,410	86,511	(8,101)	(A)
Pay Related Costs	153,740	193,536	(39,796)	(A)
Premises Related Costs	37,460	39,363	(1,903)	(A)
Transport Related Costs	14,470	10,937	3,533	(F)
Supplies and Services	112,100	78,119	33,981	(F)
Third Party Payments (Contracted Out)	30,000	35,000	(5,000)	(A)
Total Expenditure	426,180	443,467	(17,287)	(A)
Income:				
Government Grants	0	0	0	(F)
Reimbursements & Contributions	2,750	197	(2,553)	(A)
Fees and Charges	423,430	429,003	5,573	(F)
Total Income	426,180	429,200	3,020	(F)
Total Lyme Regis Harbour	0	(14,266)	(14,266)	(A)
 Lyme Regis Harbour Reserve (986988)				
	£			
Balance b/f from 2024/25	0			
2025/26 Predicted Transfer to Reserves	0			
Forecast at Year End	0			

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Appendix 3
Budget Monitoring Summary 2025/26 for Weymouth Harbour
Harbours Advisory Committee March 2026

	2025/26 Estimate £	2025/26 Predicted £	Variance £	
Summary of Harbour Operational Budget:				
Expenditure:				
Pay related costs	760,994	746,662	14,332	(F)
Premises	208,491	223,881	(15,390)	(A)
Transport	3,998	3,946	52	(F)
Supplies and Services	192,242	204,231	(11,989)	(A)
Routine Maintenance	51,500	31,500	20,000	(F)
Service Recharges	229,000	183,756	45,244	(F)
Contribution to FCERM	40,000	40,000	0	(F)
Contribution to SeaFest		50,000	(50,000)	(A)
Parking costs	262,466	283,700	(21,234)	(A)
Total Expenditure	1,748,691	1,767,676	(18,985)	(A)
Income:				
Rents and Licences	222,931	226,340	3,409	(F)
Recoverables	42,680	58,736	16,056	(F)
Commercial Activities	225,321	261,868	36,547	(F)
Leisure Activities	1,157,899	1,197,901	40,002	(F)
Parking	553,128	1,012,632	459,504	(F)
Total Income	2,201,959	2,757,477	555,518	(F)
Budgeted Surplus	453,268	989,801	536,533	(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	323,268	375,000	1,665,468
Contribution 2 to Weymouth Quay Regeneration			186,000	(186,000)
Budget monitoring - favourable		536,533		536,533
	3,816,300	989,801	1,595,500	3,210,601

Reserves: Walls F&G Repairs	Balance b/f	In year	Balance
Year 2 of 3: funded from reserves	500,000	500,000	<u>1,000,000</u>

Reserves: Capital Receipts	Balance b/f	In year	Balance
	69,000	0	<u>69,000</u>

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Harbours Advisory Committee

4 March 2026

MCA PMSC Compliance Exercise

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: Weymouth Harbour Revision Order 2021 and the Lyme Regis, Bridport (West Bay), and Weymouth Harbour Revision Order 2026.

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

Executive summary

1. This report presents the recently completed Ports & Marine Facilities Safety Code (PMSC) Compliance Statement for 2026 - 2028, submitted by Dorset Council to the Maritime and Coastguard Agency. The Duty Holder has confirmed full compliance across Weymouth, Bridport (West Bay) and Lyme Regis Harbours, supported by established governance arrangements, harbour-specific Marine Safety Management Systems, and independent Designated Person oversight.
2. **Recommendation**
 - 2.1 That the members of the Harbours Advisory Committee note the completion of the MCA PMSC Compliance Exercise.
3. **Reason for the recommendation**
 - 3.1 The Compliance Statement has already been formally submitted to the Maritime and Coastguard Agency by the Duty Holder, confirming Dorset Council's compliance with the PMSC for the 2026–2028 period. As this statutory exercise is complete, the Committee's role is to acknowledge the submission and the assurance it provides regarding continued safe management of the Council's harbours.

4. The report

- 4.1 Dorset Council, as the Statutory Harbour Authority for Weymouth, Bridport (West Bay) and Lyme Regis, is required to periodically declare compliance with the PMSC. The Duty Holder, Cllr Jon Andrews, has formally submitted the Compliance Statement for the 2026 - 2028 period to the Maritime and Coastguard Agency.
- 4.2 The statement confirms that all ten elements of the PMSC have been reviewed, assessed and applied appropriately across the three harbours. Where certain elements are not relevant these have been formally scoped out based on local risk profiles and operational characteristics.
- 4.3 Each harbour continues to operate a documented and auditable Marine Safety Management System (MSMS) aligned with the Code and proportionate to its individual activities, risks, and statutory duties. These systems sit within Dorset Council's overarching harbour governance arrangements, ensuring consistency of approach and standards.
- 4.4 A suitably qualified and independent Designated Person remains appointed to provide assurance directly to the Duty Holder. Regular audits and reviews are undertaken across all three harbours, with findings and recommendations reported through established governance and member-oversight processes.
- 4.5 The Duty Holder has confirmed that Dorset Council maintains effective arrangements for governance, risk assessment, incident reporting, continuous improvement and compliance monitoring. On this basis, all three harbours are declared compliant with the PMSC for the 2026 - 2028 period, and the MCA submission has been completed.
- 4.6 The Compliance Statement can be seen at Appendix One.

5 Alternative options considered

- 5.1 None.

6 Legal considerations

- 6.1 The Council, as the Statutory Harbour Authority for Weymouth, Bridport (West Bay) and Lyme Regis Harbours, has a legal duty to manage marine safety in accordance with its statutory powers and duties. While PMSC itself is non-statutory, it represents nationally recognised good practice. Harbour authorities are expected to comply with the Code and to provide a formal declaration of compliance to the Maritime and Coastguard Agency. The

Compliance Statement confirms that the Duty Holder has met this expectation.

- 6.2 Compliance with the PMSC helps demonstrate that Dorset Council is meeting its broader legal obligations under relevant legislation such as the Harbours Act, the Health and Safety at Work etc. Act 1974 and associated marine safety responsibilities. The completion of the Compliance Exercise and submission to the MCA therefore provides assurance that the Council continues to discharge its duties appropriately and in line with recognised national standards.

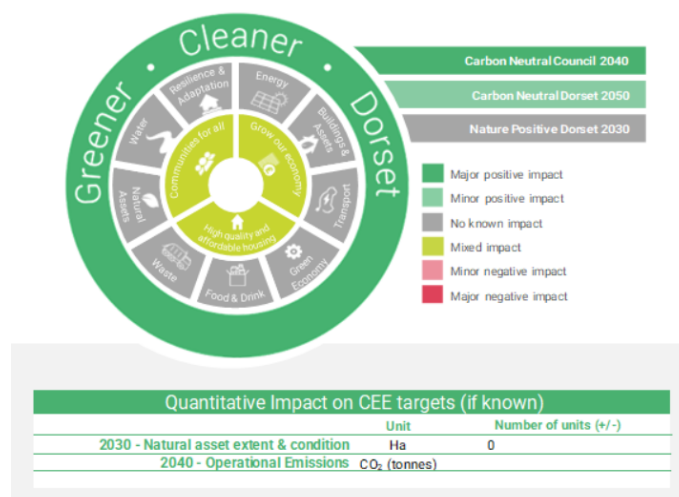
7. Financial implications

- 7.1 There are no new financial implications arising from this report. The completion and submission of the PMSC Compliance Statement is part of Dorset Council's existing statutory harbour management functions, delivered within current service budgets. The Compliance Statement confirms that appropriate governance, management arrangements, and Marine Safety Management Systems are already in place across the three harbours. No additional expenditure is required as a result of noting this report.

8. Natural environment, climate & ecology implications

- 8.1 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.

MCA PMSC Compliance Exercise Report



9. Well-being and health implications

- 9.1 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

- 10.1 None.

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

13. Appendices

- 13.1 Appendix One - Dorset Council Harbours MCA PMSC Compliance Statement 2026-2028

14. Background papers

- 14.1 None.

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).

Maritime and Coastguard Agency
Navigation Safety Branch

Date: 2nd February 2026
Officer: Cllr Jon Andrews
✉ cllrjon.andrews@dorsetcouncil.gov.uk

**PORTS & MARINE FACILITIES SAFETY CODE
COMPLIANCE STATEMENT – 2026 TO 2028**

Dear Sir or Madam

In accordance with Marine Information Note MIN 641(M) (Amendment 1), I write in my capacity as Duty Holder on behalf of Dorset Council to formally declare compliance with the Ports & Marine Facilities Safety Code (April 2025) for the 2026–2028 compliance period.

Dorset Council is the Statutory Harbour Authority for the municipal ports of Weymouth, Bridport (West Bay) and Lyme Regis. As required by the Ports & Marine Facilities Safety Code, Dorset Council has appointed a named Duty Holder who is accountable for ensuring compliance with the Code and for the effective management of marine safety across these harbours.

I, Councillor Jon Andrews, Cabinet Member for Place Commissioned Services, am the appointed Duty Holder for Dorset Council's harbour functions. I accept this responsibility and confirm that appropriate governance, management, assurance and resourcing arrangements are in place to ensure compliance with the Ports & Marine Facilities Safety Code.

This declaration of compliance applies to the following Dorset Council statutory harbours:

- Bridport Harbour (West Bay)
- Lyme Regis Harbour
- Weymouth Harbour

These harbours are operated under Dorset Council's established harbour governance framework, which provides consistent oversight, assurance and accountability for marine safety, whilst allowing arrangements that are proportionate to the size, nature and operational risk profile of each harbour.

I confirm that all ten elements of the Ports & Marine Facilities Safety Code have been reviewed and assessed for applicability across the above-named harbours. The requirements of the Code have been implemented in a proportionate and risk-based manner, consistent with the Code and its associated Guide to Good Practice. Where elements of the Code are not relevant to a particular harbour, such as pilotage or large-scale commercial operations, these have been formally scoped out on the basis of risk assessment and the nature of local activities.

Each harbour operates a documented and auditable Marine Safety Management System. Weymouth Harbour, Bridport Harbour (West Bay) and Lyme Regis Harbour each maintain their own harbour-specific Marine Safety Management System, developed to reflect their individual

statutory duties, operational characteristics and risk profiles. Each Marine Safety Management System is aligned with the Ports & Marine Facilities Safety Code, is based on formal risk assessment, and is supported by appropriate policies, procedures and freestanding plans. Whilst tailored to local circumstances, these systems are governed through Dorset Council's common harbour governance arrangements, ensuring consistency of standards, oversight and assurance.

A suitably qualified and experienced external Designated Person has been appointed to provide me, as Duty Holder, with independent assurance that the Marine Safety Management Systems are operating effectively and in compliance with the Code. The Designated Person is independent of operational harbour management, has direct access to the Duty Holder, and undertakes regular audits and reviews across all three harbours, reporting findings and recommendations through Dorset Council's established governance and committee arrangements.

A Marine Safety Plan is in place for Dorset Council's statutory harbour functions and is reviewed on a three-yearly cycle aligned with the Ports & Marine Facilities Safety Code compliance exercise. Performance against the Marine Safety Plan and the Marine Safety Management Systems is monitored through ongoing review, incident and near-miss reporting, independent audit and elected-member oversight.

I confirm that Dorset Council maintains effective arrangements for risk assessment, incident investigation, review and continuous improvement, including consideration of relevant Marine Accident Investigation Branch reports, Maritime and Coastguard Agency guidance and sector good practice. Dorset Council will continue to engage constructively with the Maritime and Coastguard Agency and will cooperate fully with any Ports & Marine Facilities Safety Code Health Check should one be requested or offered during this compliance period.

On this basis, I formally confirm that Bridport Harbour (West Bay), Lyme Regis Harbour, and Weymouth Harbour are compliant with the relevant requirements of the Ports & Marine Facilities Safety Code for the 2026–2028 compliance period.

Yours sincerely



Councillor Jon Andrews
Cabinet Member for Place Commissioned Services
Duty Holder for Dorset Council Statutory Harbours
For and on behalf of Dorset Council

Harbours Advisory Committee

4 March 2026

Marine Compliance and Enforcement Policy Report

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 and Weymouth Harbour Master

Email: ed.carter@dorsetcouncil.gov.uk

Statutory Authority: Weymouth Harbour Revision Order 2021 and the Lyme Regis, Bridport (West Bay), and Weymouth Harbour Revision Order 2026.

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

Executive summary

1. This report presents the draft Marine Compliance and Enforcement Policy for Dorset Council's statutory harbours. The Policy sets out how the Council will regulate harbour activities, promote compliance, and apply enforcement consistently across Lyme Regis, Bridport (West Bay) and Weymouth. It aligns with Dorset Council's corporate enforcement principles and national regulatory standards and has been developed in response to a PMSC audit finding which identified the need for a more specific marine-focused enforcement framework.
2. **Recommendation**
 - 2.1 That the Harbours Advisory Committee consider the Marine Compliance and Enforcement Policy and recommend it to the Cabinet Member for Place Services for adoption.
3. **Reason for the recommendation**
 - 3.1 A recent PMSC audit highlighted that, although Dorset Council maintains a corporate General Statement of Enforcement Policy, a marine-specific

enforcement policy was required to ensure clarity, proportionality and consistency when regulating harbour activities. The new Policy provides this framework, setting out enforcement principles, powers and processes tailored to the marine environment and the statutory duties of the Harbour Authority. Adoption of the Policy strengthens compliance with the PMSC and supports safe, fair and effective harbour management.

4. The report

- 4.1 Dorset Council, as Statutory Harbour Authority for Bridport (West Bay), Lyme Regis and Weymouth, has duties relating to safe navigation, environmental protection and efficient harbour management. The Marine Compliance and Enforcement Policy has been developed to clearly articulate how the Council will discharge these responsibilities and regulate harbour activities through local legislation, General Directions, Special Directions and national marine law.
- 4.2 The Policy aligns directly with the Council's corporate enforcement principles, such as consistency, proportionality and transparency, as well as statutory frameworks including the Regulators' Code and the Legislative and Regulatory Reform Act 2006. It sets out an approach that prioritises education, dialogue and support for harbour users while ensuring that proportionate enforcement options remain available where required.
- 4.3 Development of this Policy responds to a finding from a recent PMSC audit, which identified the need for a more specific marine-focused enforcement document to supplement the Council's general corporate enforcement policy. By clearly defining expectations and the enforcement tools available, the Policy strengthens Dorset Council's Marine Safety Management Systems and supports ongoing PMSC compliance.
- 4.4 The Policy describes the range of enforcement actions available to the Harbour Authority and the considerations that determine their use, including risk, seriousness, intent and public interest. This ensures that enforcement is applied fairly, consistently and in a manner proportionate to the harm or risk presented.
- 4.5 Finally, the Policy sets out the local statutory instruments relevant to each harbour, including the Weymouth Harbour Revision Order 2021, the new Lyme Regis, Bridport (West Bay) and Weymouth Harbour Revision Order 2026, and the use of General and Special Directions. Adoption of the Policy will provide clarity for both officers and harbour users while enhancing safety, compliance and accountability across all Dorset Council harbours.

- 4.6 The draft Marine Compliance and Enforcement Policy can be seen at Appendix One.

5. **Alternative options considered**

- 5.1 None.

6. **Legal considerations**

- 6.1 Dorset Council is the Statutory Harbour Authority for Weymouth, Bridport (West Bay) and Lyme Regis and is legally responsible for ensuring safe navigation, environmental protection and proper regulation of harbour activities. This Policy reflects the enforcement powers available under multiple statutory instruments, including the Harbours Act 1964, the Harbours, Docks and Piers Clauses Act 1847, the Dangerous Vessels Act 1985, and relevant Merchant Shipping legislation.

- 6.2 The Policy also operates under, and must be consistent with, the Council's corporate General Statement of Enforcement Policy, as well as national frameworks such as the Regulators' Code (2014) and the Legislative and Regulatory Reform Act 2006. These set out the required principles of fairness, proportionality, accountability and transparency, which the Harbour Authority must follow when applying regulatory or enforcement measures.

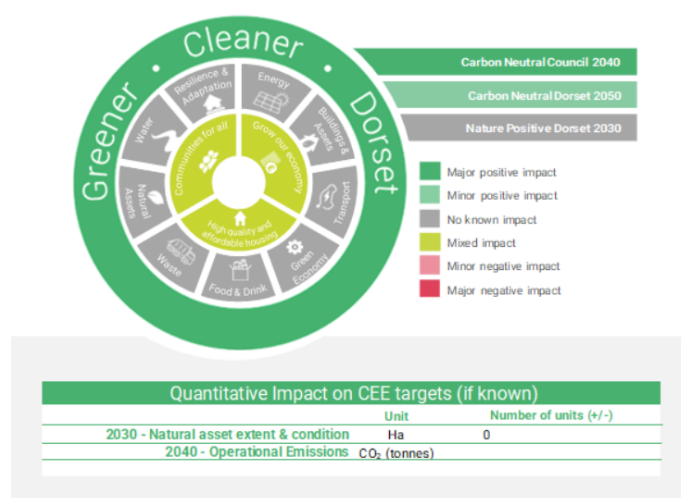
- 6.3 By adopting a clear marine-specific enforcement policy, the Council strengthens its compliance with the Ports & Marine Facilities Safety Code, which expects harbour authorities to maintain appropriate and documented enforcement arrangements. Failure to do so could create legal risk, particularly in relation to demonstrating due diligence following incidents or enforcement challenges.

7. **Financial implications**

- 7.1 There are no new financial implications arising from the adoption of the Marine Compliance and Enforcement Policy. The policy formalises existing enforcement powers, principles and processes already available to harbour staff under current legislation and corporate enforcement frameworks. All compliance, engagement and enforcement activity will be undertaken within existing service budgets.
- 7.2 While the Policy clarifies the potential use of tools such as written warnings, investigations and prosecutions, these activities are already part of the Harbour Authority's statutory functions. Any costs associated with enforcement action will therefore continue to be managed within current operational resources, with prosecution costs pursued in line with established Council procedures where appropriate.

8. Natural environment, climate & ecology implications

- 8.1 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

- 9.1 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

- 10.1 None.

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

13. **Appendices**

13.1 Appendix One - Marine Compliance & Enforcement Policy

14. **Background papers**

14.1 None.

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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Dorset Council Harbours

Marine Compliance and Enforcement Policy

Introduction

Dorset Council is the Statutory Harbour Authority for the three Dorset Council Harbours of Bridport (West Bay), Lyme Regis and Weymouth. The Council has the duty to conserve, maintain and improve each harbour for recreation, safe navigation and the protection of the marine environment and amenity areas. Harbour authorities are responsible for managing and running safe and efficient harbours, with responsibilities towards the safety of vessels and people, efficient navigation and protection of the harbour environment.

To meet these responsibilities effectively, Dorset Council regulates harbour use within its jurisdiction by means of Harbour Revision Orders and General Directions (where in force), Special Directions, byelaws and national legislation (including the Harbours Act 1964, the Harbours, Docks and Piers Clauses Act 1847, the Dangerous Vessels Act 1985 and relevant Merchant Shipping legislation). This Policy sets out the Statutory Harbour's approach to achieving compliance and the general principles and enforcement options available.

Alignment with Dorset Council Enforcement Policy

This Marine Compliance and Enforcement Policy operates under and is supplemented by the Dorset Council General Statement of Enforcement Policy (GSoEP). It aligns with the seven corporate enforcement principles; Consistency, Openness, Helpfulness, Proportionality, Targeting, Accountability, and Transparency, and with national statutory frameworks including the Regulator's Code 2014 and the Legislative and Regulatory Reform Act 2006. All enforcement actions taken under this policy will reflect these principles and Dorset Council's corporate approach to enforcement.

Better Regulation

Where Dorset Council undertakes compliance activity, it will work in accordance with the Regulators' Code and the Legislative and Regulatory Reform Act 2006. Regulators within the scope of the Code share a common purpose, to regulate for the protection of the vulnerable, the environment and other objectives. The Code promotes proportionate, consistent and targeted regulatory activity through transparent and effective dialogue with those regulated. The Statutory Authorities harbours will be guided by the Code's principles and will:

- carry out activities in a way that supports those that are regulated to comply;
- provide straightforward ways to engage with those that are regulated and hear their views;
- base regulatory activities on risk;
- share information about compliance and risk;
- ensure clear information, guidance and advice are available to help those that are regulated to meet their responsibilities to comply;
- ensure our approach to regulatory activities is transparent.

Principles of Enforcement

Dorset Council Harbours start from the position that the majority of harbour users are compliant with the regulations and controls that affect them. We will work with users to ensure they understand the rules that apply to their activities and the rationale for regulation.

Where users are not aware of applicable rules or require further guidance, we will assist with advice and will raise awareness, where possible, as a first step to achieving compliance.

Harbour staff will consider dialogue, education and persuasion in dealing with contraventions. Where a more serious breach has been committed, further options, including formal warnings and prosecution, are available.

We will carry out our duties in a fair, equitable and consistent manner and seek to be clear, open and helpful in our approach to enforcement. Legal powers will be used proportionately and appropriately to safeguard and improve public safety and the environment. The safety of residents, harbour users and visitors is of primary importance and will be the focus of any enforcement action.

We will minimise the costs of compliance for users by ensuring any action taken is proportionate to the risks presented by the regulatory breach. We will target enforcement resources in areas of greatest need, guided by our policies, aims and objectives, and will liaise regularly with other enforcement agencies, considering joint working where appropriate.

Enforcement Action

Dorset Council Harbours will endeavour to achieve compliance through education, advice and guidance wherever possible. Where this has not been successful, we will use appropriate and proportionate action (including enforcement if necessary). The range of tools we may use include:

Verbal Guidance / Warning

Verbal guidance may be provided when a minor infringement is detected. This approach reminds persons of relevant regulations and rules.

Official Written Warning

Where there is evidence that an offence has been committed but it is not appropriate to commence formal prosecution proceedings, an official written warning may be sent to the regulated person(s), outlining the alleged offending, when it occurred and which regulation(s) were breached. It will also set out that the matter could be subject to prosecution should the same behaviour occur in future.

Prosecution

As a last resort or in response to more serious activity, criminal prosecutions are an important tool in discouraging non-compliance. The purpose is to secure conviction and ensure any wrongdoing is dealt with by a Court at an appropriate level, acting as a deterrent to future wrongdoing by the offender and others.

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A prosecution may be commenced where the matter is too serious or not suitable for another form of disposal such as an official written warning, advisory letter or verbal guidance. Dorset Council prosecutions follow the Code for Crown Prosecutors and the Full Code Test, considering evidential sufficiency and the public interest.

Alignment with Dorset Council Enforcement Principles

GSoEP Principle	Marine Policy Application
Consistency	Uniform enforcement standards across Weymouth, Bridport (West Bay) and Lyme Regis.
Openness	Publish enforcement decisions and summaries on the Dorset Harbours webpages.
Helpfulness	Prioritise advice and informal resolution before formal action wherever safe and appropriate.
Proportionality	Match enforcement severity to risk, harm, intent and repetition.
Targeting	Focus on higher-risk, non-compliant activities (e.g., pollution, unsafe operations).
Accountability	Record decisions and outcomes; report annually to the Harbours Advisory Committee.
Transparency	Clearly communicate processes, rights to challenge/appeal, and contact points.

Sufficiency of Evidence Test

Dorset Council will only commence a prosecution if satisfied there is a "realistic prospect of conviction" against each suspect on each charge on the available evidence. If a case does not pass this test, it will not go ahead regardless of how important or serious it may be.

If a case passes the sufficiency of evidence test, Dorset Council will consider whether it is in the public interest to prosecute, or whether to exercise one of the alternative enforcement options.

Public Interest Test

Where there is sufficient evidence to justify a prosecution, Dorset Council must consider whether a prosecution is required in the public interest. In assessing the public interest each case will be considered on its own facts and merits. Common public interest factors include:

- the seriousness of the offence;
- the impact of the offending on the environment (including wildlife) and the public, having regard to objectives of protected areas where applicable;
- the financial benefit to the offender or other financial aspects, including impact on other legitimate operators;

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- whether the offence was committed deliberately or officers were obstructed during their duties or any investigation;
- the previous actions and enforcement record of the offender;
- the attitude of the offender including any action taken to rectify or prevent recurrence;
- prevalence or difficulty of detection of the offence and the deterrent effect of making an example of the offender.

A prosecution is less likely to be appropriate if:

- the seriousness and consequences of the offending can be appropriately dealt with by an out-of-court disposal which the person(s) accepts;
- the offence was committed as a result of a genuine mistake or misunderstanding;
- the financial gain or disturbance to sensitive marine habitat is minor and the incident is isolated (particularly if caused by misjudgement);
- there has been a long delay between the offence and proposed proceedings, unless unavoidable or due to particular circumstances;
- the person(s) played a minor role in the commission of the offence; or
- the suspect is, or was at the time of the offence, suffering from a relevant and significant disability or health problem or other disadvantage.

Local Instruments and Applicability

Weymouth Harbour

The Weymouth Harbour Revision Order 2021 consolidates and modernises statutory harbour powers and confers the power on Dorset Council to give General Directions (articles 21–24) and on the Harbour Master to give Special Directions. General Directions were brought into force in March 2024 and apply to the entire harbour and Harbour Premises. Harbour users must comply with General Directions, Special Directions, and applicable byelaws (including historic Weymouth Harbour Byelaws).

Bridport (West Bay) and Lyme Regis Harbours

The Lyme Regis, Bridport (West Bay) and Weymouth Harbour Revision Order 2026 consolidates and modernises statutory harbour powers and confers the power on Dorset Council to give General Directions (articles 21–24) and on the Harbour Master to give Special Directions. General Directions for the ports of Lyme Regis and Bridport (West Bay) are being created, and until such time as these new General Directions come into force and this Policy is updated to reflect the changes, Dorset Council continues to exercise powers under existing local legislation and national legislation, with Special Directions available to the Harbour Master where incorporated.

General Directions

For Weymouth Harbour, Dorset Council has given the Weymouth Harbour General Directions 2024 regulating the use of the harbour, including movement, mooring and unmooring, equipment and manning of ships, and environmental protections. These are published and kept under review and have effect across the harbour as specified.

Special Directions (Sections 52–53, Harbours, Docks and Piers Clauses Act 1847)

The Harbour Master may give Special Directions to vessels or persons within harbour limits, including directions on when and how vessels may enter or navigate within the harbour and where and how they may moor. Special Directions deal with matters of immediate concern and may be oral instructions. Powers may be expressed to allow directions to classes of vessels or all vessels in an emergency, subject to the applicable local incorporation.

Dangerous Vessel Directions (Dangerous Vessels Act 1985)

The Harbour Master may give directions prohibiting the entry into, or requiring the removal from, the harbour of any vessel if, in their opinion, the condition of that vessel, or the nature or condition of anything it contains, is such that its presence might involve a grave and imminent danger to persons or property or present a grave and imminent risk of obstruction to navigation. Directions must have regard to all the circumstances and to the safety of any person or vessel.

Charges and Recovery of Charges

Harbour charges are recoverable as a debt in any court of competent jurisdiction, and local Harbour Revision Orders and legislation may confer liens, deposits and related powers. Dorset Council may refuse to permit the sailing of vessels where charges remain unpaid, in accordance with applicable instruments.

Standard Scale of Fines (England & Wales – current maxima)

The following are the current maxima for fines on the standard scale applicable to summary offences:

Scale Level	Maximum Fine (England & Wales)
1	£200
2	£500
3	£1,000
4	£2,500
5	£5,000 – Unlimited*

**For offences committed before 12 March 2015, and unlimited for offences committed after that date.*

Note: Certain maritime pollution offences under Merchant Shipping legislation now carry unlimited fines on summary conviction in England and Wales. Courts determine actual fines with regard to Sentencing Council guidelines and offender means.

References / Legal Sources

- Weymouth Harbour Revision Order 2021
- Weymouth Harbour General Directions 2024
- Lyme Regis, Bridport (West Bay) and Weymouth Harbour Revision Order 2026

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- Harbour Orders Public Register (Marine Management Organisation)
- Harbours Act 1964 (as amended)
- Harbours, Docks and Piers Clauses Act 1847
- Dangerous Vessels Act 1985
- Merchant Shipping Act 1995 and associated pollution prevention regulations (MARPOL)
- Regulators' Code (2014)
- Legislative and Regulatory Reform Act 2006
- Code for Crown Prosecutors (2018)

Harbours Advisory Committee Forward Plan – March 2026

For the period March 2026 – June 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 receive a report on the Marine Safety Plan. Annual: Spring meeting 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 On a biannual basis (spring and autumn meetings)	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 <i>Lead Officer – Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i>

Key Decision – No Public Access - Open					Ed.carter@dorsetcouncil.gov.uk
Points/questions from Committee Members To discuss any concerns or issues raised by Committee Members. Key decision – No Public Access - Open		N/A	N/A	None	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

ADDITIONAL ITEMS

Marine Safety Management Systems To receive a report on the MSMS and to review and comment on the MSMS following amendment and PMSC audit.	Cabinet Member for Place Commissioned Services	10 th June 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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