

Harbours Advisory Committee

3 December 2025

Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

For Review and Consultation

Cabinet Member:

Cllr J Andrews, Place Services

Local Councillor(s): All

Executive Director:

J Britton, Executive Director for Place Services

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

Email: matthew.penny@dorsetcouncil.gov.uk

Statutory Authority: n/a

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

Executive summary

1. The purpose of this report is to provide an update and consult with Harbours Committee on the Flood and Coastal Erosion Risk Management (FCERM) engineering activities being undertaken within all three Dorset Council Harbours.
2. **Recommendation(s)**
 - 2.1 Review report and comment.
3. **Reason for the recommendation(s)**
 - 3.1 Update and consult with Harbours Advisory Committee.

4. The report

4.1 Bridport Harbour (West Bay)

a. Dredging

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

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

b. Inspections and Repairs

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

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

c. Harbour Wall A and B Works.

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

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

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

4.2 Lyme Regis Harbour

a. Dredging

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

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

b. Inspections and repairs

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

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

c. The Cobb Repairs.

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

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

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

d. Lyme Regis Environmental Improvement Scheme Phase 5

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

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

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

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

4.3 Weymouth Harbour

a. Dredging

Nothing to note.

b. Inspections and repairs.

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

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

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

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

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

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

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

Key Milestones:

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

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

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

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

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

5. **Alternative options considered**

5.1 n/a

6. **Legal considerations**

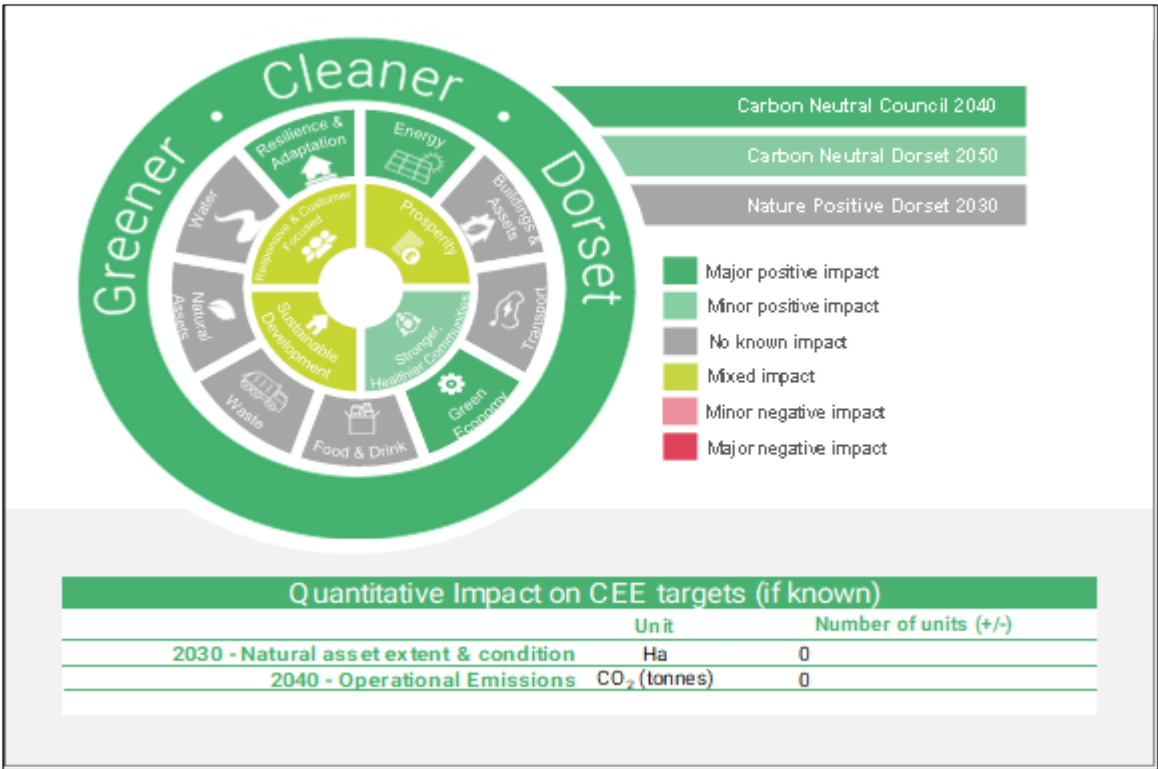
6.1 There are no legal implications arising from this report.

7. **Financial implications**

7.1 There are no financial implications arising from this report.

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

8.1



8.2 The regular maintenance and repair to engineering assets is beneficial to their remaining life expectancy and therefore has a lower impact upon the climate than replacement schemes. Where future replacement schemes are required, the climate impact will be described in more detail within each respective cabinet paper.

9. Well-being and health implications

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

10. Other implications

- 10.1 n/a

11. Risk implications

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

Current Risk: Low

Residual Risk: Low

12. Equalities

- 12.1 An EQiA is completed for all relevant engineering work that may impact upon people. Therefore, an EQiA was not completed for this committee paper. This approach was agreed with a council equalities officer.

13. Appendices

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

14. Background papers

- 14.1 n/a

15 Report sign-off

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