

Harbours Advisory Committee

23 September 2026

Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

For Review and Consultation

Cabinet Member:

Cllr J Jeanes, Place Services

Local Councillor(s): All

Senior Leadership Team:

J Britton - Executive Director, Economy & Environment

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.

1. **Executive summary (maximum of 500 words)**

- 1.1 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.

Procurement processes for dredging works in 2027 are now being put in place.

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.

Inspection works are now substantially complete, with only the boat-based inspection of the inner harbour wall remaining. To date, no significant defects have been identified, and the overall condition of the inspected assets appears satisfactory.

c. Harbour Wall A and B Works.

Remedial work on Wall A was completed by end of May 2026 except for the repairs to the sheet pile section. The masonry section of Wall B was repaired and the damaged section of footway repaired up to the base of the concrete slab.

The main Wall B construction works are scheduled for Autumn/Winter 2026, subject to the licenses being issued, but all licensing and planning applications have been submitted. Currently a working method to remove the need for a cofferdam is being investigated as this will be much less intrusive for stakeholders and should result in a safer method of working.

4.2 Lyme Regis Harbour

a. Dredging

The Coastal Risk Management team are supporting the Harbours team to deliver this work. Documentation is currently being compiled to progress this.

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.

Inspection works are now substantially complete, with only the boat-based inspection of the inner harbour wall remaining. To date, no significant defects have been identified, and the overall condition of the inspected assets appears satisfactory.

c. The Cobb Repairs.

The void repair works completed in June have performed well and we are satisfied with their effectiveness. Attention has now turned to the next phase of works, comprising of repointing to the eastern side of Victoria Pier and structural investigations and minor repairs to the inner face of the Southern Arm. Material specifications are currently being reviewed in consultation with Historic England, and, subject to approval, the works are expected to be completed by the end of the financial year.

d. Lyme Regis Environmental Improvement Scheme Phase 5

We are still in the process of progressing design refinement in consultation with key stakeholders such as Historic England and Natural England. In August, an onsite inspection of the seaward side of the Cobb with key stakeholders was a success and productive dialogue is ongoing. All parties are engaged in the collaborative process of identifying measures to secure long-term strengthening of the Cobb coupled with a comprehensive maintenance regime.

We are currently processing Environment Agency documentation to release approved grant funds for the pre-construction design process.

Subject to the necessary statutory consenting process, construction should begin in Winter of 2027 to ensure that preparation for the seaward side toe protection works can be properly prepared for execution in the Summer of 2028.

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.

Routine inspections have been rescheduled to September. Repair works to a section of Wall 2, located adjacent to the Stone Pier Café, are currently planned for during Autumn, subject to suitable weather conditions.

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

The EA has released various updates on the new funding guidance; there's now sufficient certainty to continue the development of the Outline Business Case (OBC) under the new funding rules. Additional funding was secured through Local Levy to address the shortfall created by the implementation of the new guidance. Appraisal economics are being updated in accordance with new requirements and will inform the approach to scheme implementation and gaining maximum benefits.

Wessex Water agreed to make their surface water model available for the Weymouth Surface Water Investigation. This will further strengthen confidence in the modelling outcomes and support the development of the OBC.

The OBC is anticipated to be ready for submission by summer 2027, after which Full Business Case development will commence in conjunction with detail design, consenting and contractor procurement. It is envisaged that construction will commence Winter 2029.

d. Harbour Walls F&G (Peninsula)

Construction has progressed well, and the contractor is now engaged in the landscaping and associated public realm works. All site activity should be concluded on programme by 01 October 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 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.

A design consultant has undertaken a condition survey of Wall E. Following the results of the survey, we will be commissioning a detailed design and specification document for the remedial and replacement section of this wall.

Initial investigations are due to commence later this year to inform the proposals for the wall design, following which a consultant will be appointed for the first stage design. The design consultant for the main works will be appointed following a mini tender competition this financial year.

Subject to design proposals and appointment of an appropriate construction contractor, the construction works are anticipated to be commenced in the 2028/29 financial year.

5. Alternative options considered

5.1 n/a

6. Legal considerations

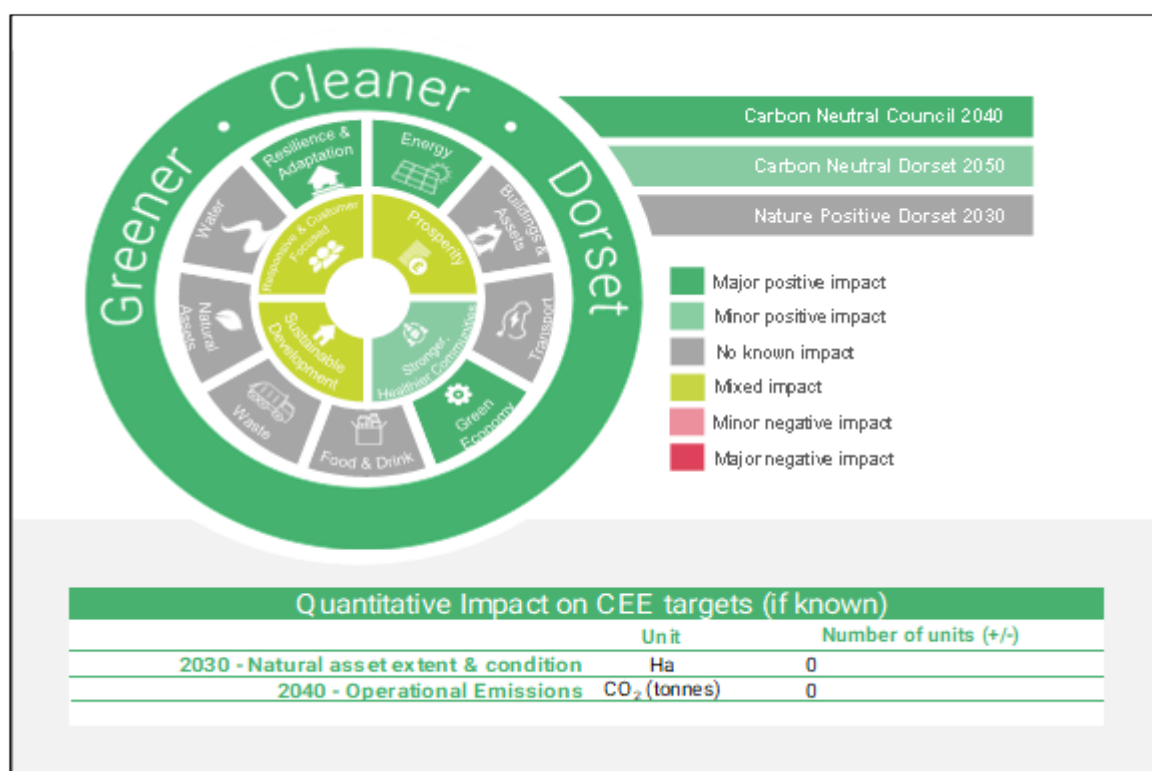
6.1 There are no legal implications arising from this report.

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 Assurance & Governance (Monitoring Officer), the Director for Resources (Section 151 Officer) and the appropriate Cabinet Member(s)