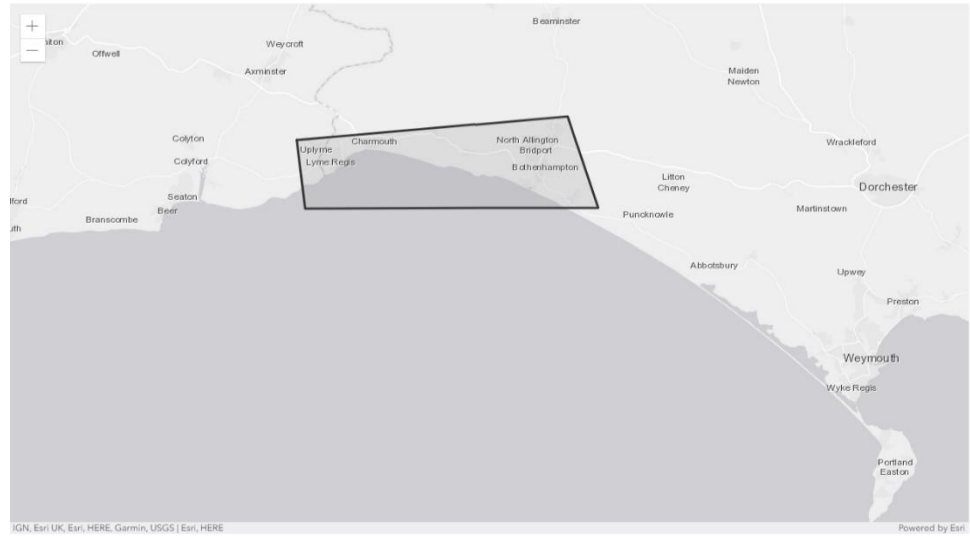


<b>Application name</b>	<b>Lyme Regis, Bridport (West Bay) and Weymouth Harbour Revision Order</b>	<b>Case reference</b>	<b>HRO/2020/00004</b>
<b>Assessment date</b>	15/01/2026		
<b>Case team</b>			
<b>Case Officer</b>	David Morris		
<b>Case Manager</b>	Kristina Benson		
<b>Senior Case Manager</b>	Adrian Clarke		
<b>Application description</b>	<p>To modernise and consolidate the statutory harbour powers of the Lyme Regis and Bridport (West Bay) Harbours and to confer modernised powers to the Dorset Council (“the Council”) to ensure efficient and economic operation, maintenance, management, and improvement of the Harbours.</p> <p>In regard to Weymouth Harbour, Section 33 of the Harbour, Docks, and Piers Clauses Act 1847 (known as the “Open Port Duty”), will be disapplied to vessels over 24 metres in length, including on the Weymouth Peninsula, marked red on the peninsula plan. This will allow the Council to apply discretion as to whether to accept vessels over 24 metres.</p>		
<b>Marine Plan Area</b>	South (Inshore)		
<b>Conclusion</b>	<p>The MMO has considered the area specific policies and the other policies which apply in the South Marine Plan area. The area searched on Explore Marine Plans has been included on the next page.</p> <p>Due to the nature of the application as a non-works order for regulatory powers, many of the policies were not considered relevant. Policies which were considered relevant have been highlighted in blue in the table below.</p> <p>The MMO has concluded that the application is compliant with the policies of the South Marine Plan.</p>		

**Locations used on Explore Marine Plans:**



Area specific policies as highlighted by EMP		
Policy	Policy text	MMO consideration
S-DEF-1	Proposals in or affecting Ministry of Defence Areas should only be authorised with agreement from the Ministry of Defence.	<p>The application is to restrict the application of the Open Port Duty to vessels no larger than 24 metres long and empowers the Council with discretion about use of the Harbour facilities for vessels exceeding this length. There are no works in the application to impact Ministry of Defence areas.</p> <p>This policy is not relevant</p>
S-FISH-3	Proposals that enhance access to, or within sustainable fishing or aquaculture sites should be supported.	<p>The application is to restrict the application of the Open Port Duty to vessels no larger than 24 metres long and empowers the Council with discretion about use of the Harbour facilities for vessels exceeding this length. The application does not involve any works to enhance access to, or within sustainable fishing or aquaculture sites.</p> <p>This policy is not relevant.</p>
S-MPA-1	Proposals that support the objectives of marine protected areas and the ecological coherence of the marine protected area network will be supported. Proposals that may have adverse impacts on the objectives of marine protected areas and the ecological coherence of the marine protected area network must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate adverse impacts, with due regard given to statutory advice on an ecologically coherent network.	<p>The application is to restrict the application of the Open Port Duty to vessels no larger than 24 metres long and empowers the Council with discretion about use of the Harbour facilities for vessels exceeding this length.</p> <p>The application does not include any works, it does not include proposals to enhance a marine protected area's ability to adapt to climate change.</p>

		This policy is not relevant.
S-MPA-2	Proposals that enhance a marine protected area's ability to adapt to climate change and so enhance the resilience of the marine protected area network will be supported. Proposals that may have adverse impacts on an individual marine protected area's ability to adapt to the effects of climate change and so reduce the resilience of the marine protected area network, must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate adverse impacts.	<p>The application is to restrict the application of the Open Port Duty to vessels no larger than 24 metres long and empowers the Council with discretion about use of the Harbour facilities for vessels exceeding this length.</p> <p>The application does not include any works, it does not include proposals to enhance a marine protected area's ability to adapt to climate change.</p> <p>This policy is not relevant.</p>
S-MPA-3	Where statutory advice states that a marine protected area site condition is deteriorating, or that features are moving or changing due to climate change, a suitable boundary change to ensure continued protection of the site and coherence of the overall network should be considered.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve works to impact any marine protected areas.</p> <p>This policy is not relevant.</p>
S-MPA-4	Until the ecological coherence of the marine protected area network is confirmed <sup>13</sup> , proposals should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate adverse impacts on features <sup>14</sup> that may be required to complete the network, d) if it is not possible to mitigate adverse impacts, proposals should state the case for proceeding.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve works to impact any marine protected areas.</p> <p>This policy is not relevant.</p>
S-DD-1	Proposals within or adjacent to licenced dredging and disposal areas should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on licenced dredging and disposal areas, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.	The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth. These powers will allow the Council to effectively manage the navigation of vessels within the harbours' limits which will ensure

		<p>there will not be significant adverse impacts on dredging and disposal activities.</p> <p>The application is compliant with this policy.</p>
S-PS-3	<p>Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance which encroaches upon high density navigation routes, or that pose a risk to the viability of passenger services, must not be authorised unless there are exceptional circumstances.</p>	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works requiring static sea surface infrastructure.</p> <p>The proposed restriction, although restricting the movement of larger vessels within the port such as ferries should not have an adverse impact. This is because the applicant has confirmed the port is no longer used by ferry services and has no plans to be used as such in the future. The port will still retain discretion as to the admittance of vessels larger than 24 metres and anticipates events that may require use of this discretion. Therefore, the port will still be capable of receiving the same size of vessel as previously, although changes are anticipated to the large amount of infrastructure required to be maintained for allowing continuous open port duty to these larger vessels.</p> <p>The port has confirmed that they are more increasingly used by smaller vessels. The need for the maintenance of infrastructure for the larger vessels impedes future improvements to be made</p>

		<p>toward improvements that are required for the smaller vessels that actually use it.</p> <p>The MMO believes there will not be any significant adverse effect on current activity, it is likely to allow for improvement of the opportunities for the current users. Significant negative effect on future opportunity is managed by the capability and discretion to allow larger vessels to access the facilities.</p> <p>The application is compliant with this policy.</p>
<b>Plan area policies</b>		
<b>Policy</b>	<b>Policy text</b>	<b>MMO consideration</b>
S-ACC-1	Proposals, including in relation to tourism and recreation, should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on public access.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth. The powers of General Directions in the Order will allow the Council to effectively manage access of the marine area for both leisure and commercial vessels.</p> <p>The removal of the need to maintain significant infrastructure for larger vessels in Weymouth will allow further progress to be made to develop and improve facilities for smaller vessels, these include fishing and leisure vessels that are often used for recreation and tourism. Therefore, it is anticipated</p>

		<p>that this will enhance public access to and within the marine area.</p> <p>The application is compliant with this policy.</p>
S-ACC-2	Proposals demonstrating enhanced public access to and within the marine area will be supported.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth.</p> <p>The removal of the need to maintain significant infrastructure for larger vessels will allow further progress to be made to develop and improve facilities for smaller vessels, these include fishing and leisure vessels that are often used for recreation and tourism. Therefore, it is anticipated that this will enhance public access to and within the marine area.</p> <p>The application is compliant with this policy.</p>
S-AGG-1	Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised, unless it is demonstrated that the other development or activity is compatible with aggregate extraction.	<p>The application is to modernise the powers of the Council and does not involve any works to impact any licence for extraction of aggregates.</p> <p>This policy is not relevant.</p>
S-AGG-2	Proposals within an area subject to an Exploration and Option Agreement with The Crown Estate should not be supported unless it is demonstrated that the other development or activity is compatible with aggregate extraction.	<p>The application is to modernise the powers of the Council and does not involve any works to impact any areas subject to an Exploration and Option Agreement with The Crown Estate.</p> <p>This policy is not relevant.</p>

S-AGG-3	Proposals in areas where high potential aggregate resource occurs should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on aggregate extraction, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.	The application is to modernise the powers of the Council. The harbour areas are not located in an area of high potential aggregate resource.  This policy is not relevant.
S-AGG-4	Where proposals require marine aggregates as part of their construction, preference should be given to using marine aggregates sourced from the south marine plan areas. If this is not appropriate, proposals should state why.	The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works requiring marine aggregates.  This policy is not relevant.
S-AQ-1	Proposals for sustainable aquaculture in identified areas of potential sustainable aquaculture production will be supported.  Proposals in existing or within potential sustainable aquaculture production areas must demonstrate consideration of and compatibility with sustainable aquaculture production. Where compatibility is not possible, proposals must demonstrate that they will, in order of preference: a) avoid, b) minimise c) mitigate significant adverse impacts on sustainable aquaculture, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.	The application is to modernise the powers of the Council and does not involve any works to impact any areas of potential sustainable aquaculture production  This policy is not relevant.
S-AQ-2	Proposals that enable the provision of infrastructure for sustainable fisheries and aquaculture and related industries will be supported.	The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works. The modernisation of the powers will enable the efficient and economic management of the Harbours for any sustainable fisheries and related industries within its limits.  The application is compliant with this policy.

S-BIO-1	Proposals that may have significant adverse impacts on natural habitat and species adaptation, migration and connectivity must demonstrate that they will, in order of preference: a) avoid, b) minimise c) mitigate significant adverse impacts.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to impact any natural habitat and species adaptation, migration and connectivity.</p> <p>This policy is not relevant.</p>
S-BIO-2	Proposals that incorporate features that enhance or facilitate natural habitat and species adaptation, migration and connectivity will be supported.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works and does not involve any works or proposals to incorporate features that enhance or facilitate natural habitat and species adaptation, migration and connectivity</p> <p>This policy is not relevant.</p>
S-BIO-3	Proposals that enhance coastal habitats where important in their own right and/or for ecosystem functioning and provision of goods and services will be supported. Proposals must take account of the space required for coastal habitats where important in their own right and/or for ecosystem functioning and provision of goods and services and demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate for net loss of coastal habitat.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works or proposals to enhance coastal habitats.</p> <p>This policy is not relevant.</p>
S-BIO-4	Proposals that enhance the distribution and net extent of priority habitats should be supported. Proposals must demonstrate that they will avoid reducing the distribution and net extent of priority habitats.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works or proposals to enhance the distribution and net extent of priority habitats.</p> <p>This policy is not relevant.</p>

S-CAB-1	Preference should be given to proposals for cable installation where the method of installation is burial. Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the applicant. Where burial or protection measures are not appropriate, proposals should state the case for proceeding without those measures.	The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to impact cable installation.  This policy is not relevant.
S-CAB-2	Proposals that have a significant adverse impact on new and existing landfall sites for subsea cables (telecoms, power and interconnectors) should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.	The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to impact on new and existing landfall sites for subsea cables.  This policy is not relevant.
S-CC-1	Proposals must consider their contribution to greenhouse gas emissions arising from unintended consequences on other activities. Where such consequences are likely to result in increased greenhouse gas emissions, proposals should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate unintended consequences on other activities.	The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to impact greenhouse gas emissions.  This policy is not relevant.
S-CC-2	Proposals should demonstrate for the lifetime of the proposal that: 1) they are resilient to the effects of climate change 2) they will not have a significant adverse impact upon climate change adaptation measures elsewhere. In respect of 2) proposals should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate the significant adverse impacts upon these climate change adaptation measures.	The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to be impacted by climate change.  This policy is not relevant.
S-CC-3	Proposals in and adjacent to the south marine plan areas that are likely to have a significant adverse impact on coastal change should not be supported	The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in

		<p>relation to Weymouth and does not involve any works to have a significant adverse impact on coastal change.</p> <p>This policy is not relevant.</p>
S-CC-4	<p>Proposals that may have a significant adverse impact on habitats that provide a flood defence or carbon sequestration ecosystem service must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts</p>	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to have a significant adverse impact on habitats that provide a flood defence or carbon sequestration.</p> <p>This policy is not relevant.</p>
S-CO-1	<p>Proposals will minimise their use of space and consider opportunities for co-existence with other activities.</p>	<p>The HRO is for non-works. The modernisation of the Council's powers will allow the efficient and economic management of the Harbours and the activities and users within it.</p> <p>The application is compliant with this policy.</p>
S-DD-1	<p>Proposals within or adjacent to licenced dredging and disposal areas should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on licenced dredging and disposal areas, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>	<p>The application is to modernise the powers of the Council. These powers will allow the Council to manage effectively manage the navigation of vessels with the Harbours limits which will ensure there will not be significant adverse impacts on dredging and disposal activities.</p> <p>The application is compliant with this policy.</p>
S-DD-2	<p>Proposals must identify, where possible, alternative opportunities to minimise the use of dredged waste disposal sites by pursuing reuse opportunities through matching of spoil to suitable sites.</p>	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth. and does not involve any works to impact dredged waste disposal.</p>

		This policy is not relevant.
S-DEF-1	Proposals in or affecting Ministry of Defence Areas should only be authorised with agreement from the Ministry of Defence.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to impact Ministry of Defence areas.</p> <p>This policy is not relevant.</p>
S-DIST-1	Proposals, including in relation to tourism and recreational activities, within and adjacent to the south marine plan areas must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant cumulative adverse physical disturbance or displacement impacts on highly mobile species.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to impact highly mobile species.</p> <p>This policy is not relevant.</p>
S-EMP-1	Proposals that develop skills related to marine activities, particularly in line with local skills strategies, will be supported.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth.</p> <p>Freeing up time, space, and budget from providing mostly unused larger vessel infrastructure and improving infrastructure for smaller vessels in Weymouth might allow more skills development to become available in some areas, for example fishing or recreation.</p> <p>The application is compliant with this policy.</p>
S-EMP-2	Proposals resulting in a net increase to marine related employment will be supported, particularly where they are in line with the skills available in and adjacent to the south marine plan areas.	The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth.

		<p>Freeing up time, space, and budget from providing mostly unused larger vessel infrastructure and improving infrastructure for smaller vessels in Weymouth might allow for more employment to become available in some areas, for example fishing or recreation.</p> <p>The application is compliant with this policy.</p>
S-FISH-1	Proposals that support the diversification of a sustainable fishing industry and or enhance fishing industry resilience to the effects of climate change should be supported.	<p>The HRO is for non-works. The modernisation of the Council's statutory powers would enable the efficient and economic management of the Harbour for any sustainable fisheries and related industries within its limits.</p> <p>The application is compliant with this policy.</p>
S-FISH-2	Proposals that may have significant adverse impacts on access to, or within, sustainable fishing or aquaculture sites must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts, d) if it is not possible to mitigate the significant adverse impacts, proposals should state the case for proceeding.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth.</p> <p>It is anticipated that access and facilities for smaller fishing vessels in Weymouth may improve as a result of the emphasis on larger vessel infrastructure is shifted to smaller vessel infrastructure, and therefore the effect is more likely to be positive.</p> <p>The application is compliant with this policy.</p>
S-FISH-3	Proposals that enhance access to, or within sustainable fishing or aquaculture sites should be supported.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any</p>

		<p>proposals to enhance access to sustainable fishing or aquaculture sites.</p> <p>This policy is not relevant.</p>
S-FISH-4	<p>Proposals that enhance essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes should be supported. Proposals must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impact on essential fish habitat, including, spawning, nursery, feeding grounds and migration routes.</p>	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any proposals to enhance fish habitat.</p> <p>This policy is not relevant.</p>
S-FISH-4-HER	<p>Proposals will consider herring spawning mitigation in the area highlighted on Figure 26 (in the technical annex) during the period 01 November to the last day of February annually.</p>	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to impact herring spawning mitigation.</p> <p>This policy is not relevant.</p>
S-HER-1	<p>Proposals that may compromise or harm elements contributing to the significance of heritage assets should demonstrate that they will, in order or preference: a) avoid, b) minimise, c) mitigate compromise or harm. If it is not possible to mitigate, the public benefits for proceeding with the proposal must outweigh the compromise or harm to the heritage asset.</p>	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to impact heritage assets.</p> <p>This policy is not relevant.</p>
S-INF-1	<p>Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported.</p>	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works for land-based infrastructure.</p> <p>This policy is not relevant.</p>

S-ML-1	Public authorities should ensure adequate provision for and removal of beach and marine litter on amenity beaches.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any proposals to remove marine litter.</p> <p>This policy is not relevant.</p>
S-ML-2	The introduction of litter as a result of proposals should be avoided or minimised where practicable and activities that help reduce marine litter will be supported.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works which could increase marine litter.</p> <p>This policy is not relevant.</p>
S-MPA-1	Proposals that support the objectives of marine protected areas and the ecological coherence of the marine protected area network will be supported. Proposals that may have adverse impacts on the objectives of marine protected areas and the ecological coherence of the marine protected area network must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate adverse impacts, with due regard given to statutory advice on an ecologically coherent network.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to impact marine protected areas.</p> <p>This policy is not relevant.</p>
S-MPA-2	<p>Proposals that enhance a marine protected area's ability to adapt to climate change and so enhance the resilience of the marine protected area network will be supported.</p> <p>Proposals that may have adverse impacts on an individual marine protected area's ability to adapt to the effects of climate change and so reduce the resilience of the marine protected area network, must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate adverse impacts.</p>	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any proposals to enhance a marine protected area's ability to adapt to climate change.</p> <p>This policy is not relevant.</p>
S-MPA-3	Where statutory advice states that a marine protected area site condition is deteriorating, or that features are moving or changing due to climate change, a suitable boundary change to ensure continued protection of the site and coherence of the overall network should be considered.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in</p>

		<p>relation to Weymouth and does not involve any works to impact marine protected areas.</p> <p>This policy is not relevant.</p>
S-MPA-4	<p>Until the ecological coherence of the marine protected area network is confirmed, proposals should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate adverse impacts on features that may be required to complete the network, d) if it is not possible to mitigate adverse impacts, proposals should state the case for proceeding.</p>	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to impact marine protected areas.</p> <p>This policy is not relevant.</p>
S-NIS-1	<p>Proposals must put in place appropriate measures to avoid or minimise significant adverse impacts on the marine area that would arise through the introduction and transport of non-indigenous species, particularly when: 1) moving equipment, boats or livestock (for example fish and shellfish) from one water body to another 2) introducing structures suitable for settlement of non-indigenous species, or the spread of invasive non-indigenous species known to exist in the area.</p>	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works which could result in an increase in non-indigenous species.</p> <p>This policy is not relevant.</p>
S-OG-1	<p>Proposals in areas where a licence for oil and gas has been granted or formally applied for should not be authorised unless it is demonstrated that the other development or activity is compatible with the oil and gas activity.</p>	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth. The harbour areas do not include areas for oil or gas extraction.</p> <p>This policy is not relevant.</p>
S-PS-1	<p>Proposals that may have a significant adverse impact upon current activity and future opportunity for expansion of port and harbour activities should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>	<p>The HRO is for non-works. The HRO will however through the modernisation of the Council's statutory powers enable the efficient and economic management of the Harbour and the future expansion of Harbour activities.</p>

		<p>The application anticipates that HRO directly supports this policy, it that it allows Weymouth to make long term plans to support growth, and supports competitive and efficient port and shipping operations.</p> <p>The application is compliant with this policy.</p>
S-PS-2	Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance must not be authorised within International Maritime Organization routeing systems unless there are exceptional circumstances.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works requiring static sea surface infrastructure.</p> <p>This policy is not relevant.</p>
S-PS-3	Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance which encroaches upon high density navigation routes, or that pose a risk to the viability of passenger services, must not be authorised unless there are exceptional circumstances.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works requiring static sea surface infrastructure.</p> <p>This policy is not relevant.</p>
S-REN-1	Proposals that support the development of supply chains associated with the deployment of renewable energy will be supported.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works supporting the development of supply chains associated with the deployment of renewable energy.</p> <p>This policy is not relevant.</p>
S-SCP-1	Proposals that may have a significant adverse impact upon the seascape of an area should only be supported if they demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts upon the seascape of	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in</p>

	an area, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding	relation to Weymouth and does not involve any works which could have a significant adverse impact on seascape.  This policy is not relevant.
S-SOC-1	Proposals that enhance or promote social benefits will be supported. Proposals must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts which result in the displacement of other existing or authorised (but yet to be implemented) activities that generate social benefits.	The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth.  The application emphasises that ports are essential to realise economic and social benefits for the area, and the Council believe this change will help them to achieve these goals by improving the port facilities for the vessels that are proven to actually use them.  The application is compliant with the policy.
S-TIDE-1	Proposals in areas under seabed agreement for tidal energy generation should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.	The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to impact areas under seabed agreement for tidal energy generation.  This policy is not relevant.
S-TR-1	Proposals supporting, promoting or facilitating tourism and recreation activities, particularly where this creates additional utilisation of related facilities beyond typical usage patterns, should be supported.	The HRO is for non-works. The HRO will however through the modernisation of the Council's statutory powers enable the efficient and economic management of Lyme Regis and Bridport for tourism and recreational activities.

		<p>Weymouth is used primarily for smaller vessels including recreational vessels, the port intends to focus on providing availability and better infrastructure for those that currently use the port.</p> <p>The application is compliant with this policy.</p>
S-TR-2	<p>Proposals that enhance or promote tourism and recreation activities will be supported. Proposals for development must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on tourism and recreation activities.</p>	<p>The HRO is for non-works. The HRO will however through the modernisation of the Council's statutory powers enable the efficient and economic management of Lyme Regis and Bridport for tourism and recreational activities.</p> <p>Weymouth is used primarily for smaller vessels including recreational vessels, the port intends to focus on providing availability and better infrastructure for those that currently use the port</p> <p>The application is compliant with this policy.</p>
S-UWN-1	<p>Proposals generating impulsive sound, must contribute data to the UK Marine Noise Registry as per any currently agreed requirements. Public authorities must take account of any currently agreed targets under the UK Marine Strategy part one descriptor 11.</p>	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to generate impulsive sound.</p> <p>This policy is not relevant.</p>
S-UWN-2	<p>Proposals that generate impulsive sound and/or ambient noise must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on highly mobile species, d) if it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.</p>	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to generate impulsive sound or ambient noise.</p> <p>This policy is not relevant.</p>

S-WQ-1	Proposals that may have significant adverse impacts upon water environment, including upon habitats and species that can be of benefit to water quality must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any works to have significant adverse impacts upon the water environment.</p> <p>This policy is not relevant.</p>
S-WQ-2	Activities that can deliver an improvement to water environment or enhance habitats and species which can be of benefit to water quality should be supported.	<p>The application is to modernise the powers of the Council in relation to Lyme Regis and Bridport and to amend the Open Port Duty requirements in relation to Weymouth and does not involve any proposals to deliver an improvement to the water environment or enhance habitats and species.</p> <p>This policy is not relevant.</p>