



North Solent

Shoreline Management Plan

SUMMARY OF FINAL PLAN DECEMBER 2010

A Shoreline Management Plan (SMP) is a high-level, non-statutory, policy document setting out a framework for future management of the coastline and coastal defences. It promotes management policies into the 22nd century that will achieve long-term objectives without committing future generations to unsustainable practices.

The North Solent SMP

The first generation SMPs, which cover 6000 kilometres of coast in England and Wales, were based on sediment cells (lengths of coastline within which the movement of sand and shingle along the coast is largely self-contained) and made significant progress in the understanding and mapping of coastal processes.

Recognising the need to review the first generation SMPs, in light of changing legislation and better data, New Forest District Council, in partnership with the operating authorities in the Solent, were commissioned to revise and produce an SMP for the North Solent Shoreline. New Forest District Council have also prepared this summary document.



The objectives of the SMP

- To define the coastal flooding and erosion risks to people and the developed, historic and natural environments
- To identify the preferred policies for managing those risks
- To identify the consequences of implementing the preferred policies
- To set out procedures for monitoring the effectiveness of the policies
- To inform others so future land use and coastal zone development can take account of the risks, the time frame of risks and the policies
- To comply with environmental legislation and social obligations

The shoreline management policies

Hold the Line (HTL): Maintain or upgrade the level of protection provided by existing coastal defences.

Advance the Line (ATL): Build new defences seaward of the existing defence line.

Managed Realignment (MR): Allowing the shoreline to move backwards or forwards, with management to control or limit movement.

No Active Intervention (NAI): a decision not to invest in providing or maintaining any defences.

Please note:

A policy of HTL, ATL or MR does not mean that public funding is secured or guaranteed.

A policy of NAI does not prevent the continued maintenance of existing defences to enable continued use of existing structures while they are structurally sound.

The SMP policy options are defined by the Department for Environment, Food and Rural Affairs (Defra). Defra provides guidance and grant aid to local authorities for the preparation of SMPs.

Map showing current tidal flood risk area if no defences were in place.
Chance of flooding 1 in 200, in any one year.



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Study Area

Tidal Flood Risk Area - 2008 (1:200yr)

Floodzone 3 © Environment Agency



Channel Coastal Observatory

SMP study area

The plan covers 386km of coastline between Selsey Bill and Hurst Spit and includes Chichester, Langstone and Portsmouth Harbours, Southampton Water and the tidal extent of the main rivers.

The coastal plain here supports a wide range of needs and interests, which are of both local and national significance. Infrastructure, such as ports and harbours, power stations and transport links, support the regional economy, while businesses, tourism, heritage and nature conservation support the local economy. As well as this, the North Solent provides a pleasant and attractive place to live, giving rise to the densely populated cities, towns and villages seen across much of the region.

The shoreline encompasses a diverse range of natural environments including: gravel and sandy beaches, low-lying cliffs, dunes, intertidal mudflats, saltmarsh, grazing marsh and wetlands. Many of these sites are of local, national and international importance because of their unique or rare habitat and geological interest. This is reflected by the large number of formally designated and protected sites across the Solent.

All of this could be affected by the way in which the coastline is managed in the future. The North Solent SMP presents a framework under which policies can be set, taking into account all of the needs and interests set out above, to inform the statutory planning system for future generations.





Coastal management issues

HISTORICAL CHANGE

The coastline is constantly undergoing change, driven by natural processes such as wind, waves and tides. Coastal flooding and erosion are natural processes but when coupled with other pressures at the coast they can become a real problem if not managed correctly.



CLIMATE CHANGE

Factors associated with climate change include: higher sea levels, increased storminess, larger waves, changes in tidal currents, higher winter rainfall, changes in temperature and land use. These factors must be considered when implementing coastal management and planning for future change.



ENVIRONMENTAL CONCERNS

The North Solent abounds with important habitats, birds and wildlife species. The coastline is therefore protected by complex environmental legislation. Coastal squeeze is of particular concern; a process whereby sediment and important habitats in front of coastal defences are eroded away against sea level rises. There are both potential conflicts and possible opportunities when protecting these internationally important designated sites and providing coastal erosion and flood defences.



THORNHAM | COURTESY CHICHESTER DISTRICT COUNCIL



DEVELOPMENT PRESSURES

The demand for residential and commercial property is ever increasing in the North Solent due to its attractive nature and its strategic location for national and international trade. Increasing development in the coastal zone must be managed extremely carefully to prevent unsustainable practice that may place future generations at greater risk of coastal flooding and erosion.

RECREATION AND LEISURE

The Solent economy is intricately linked to marine activities such as sailing, boat-building, fishing, tourism, heritage sites, recreational sports and leisure. These activities require different types of access and facilities. There are also lots of amenity beaches across the Solent which attract large numbers of visitors each year. The way in which the coastline is managed must be sympathetic to these needs.



KEYHAVEN, NEW FOREST | COURTESY NEW FOREST DISTRICT COUNCIL

The need for a sustainable approach

ECONOMIC SUSTAINABILITY

One of the difficulties facing us as a nation is the economic cost of continuing to protect shorelines to the extent that we do at present.

The cost of maintaining all existing defences is already likely to be significantly more than present expenditure levels.

- With the climate changes being predicted, the natural changes already taking place will accelerate.
- The equivalent cost of providing a defence will increase during the next century to between 2 and 4 times the present cost, excluding inflation or other factors i.e. between £6million and £20million per kilometre.

In simple terms this means that either more money needs to be invested in coastal defence or expenditure has to be prioritised.

While the plan provides a framework for future decisions, the implementation of the policy relies on the availability of funding.



LEE ON THE SOLENT | COURTESY NEW FOREST DISTRICT COUNCIL

ENVIRONMENTAL SUSTAINABILITY

Coastal management can have a significant impact on habitats and landforms, both directly and indirectly, hence management decisions need to be made through careful consideration of both nature conservation and risk management.

Nature conservation

The conservation of ecological features in a changing environment remains key, in terms of environmental sustainability.

- Future management of the coast needs to allow habitats and features to respond and adjust to change, such as accelerated sea level rise.
- Coastal habitats are dynamic and are always changing. This is why they are so interesting and important. This change has to be encouraged to ensure that the habitat continues to function naturally.



SOCIO-ECONOMIC SUSTAINABILITY

The coast is important for recreation and leisure activities, particularly those which rely on good quality beaches and easy access to the sea.

In addition to the tourist industry, there are a number of other commercial interests along the coast – these tend to be concentrated in the large cities and towns such as Southampton, Portsmouth and Gosport. The continuation of these industries is essential to sustain the present economy of the region as a whole.

The North Solent is full of important heritage features which are valuable and unique. If destroyed they cannot be re-created, making them particularly vulnerable to any coastal erosion.

Continuing to defend the coast, in the longer term, would result in a significant alteration in the nature of the coast, with large concrete seawall structures and fewer beaches.

BALANCED SUSTAINABILITY

This SMP is built upon the aim of achieving balanced sustainability i.e. it considers people, nature, historic and economic realities. The short-term policies for this SMP provide a high degree of compliance with objectives to protect existing communities against coastal flooding and erosion. The medium-term policy, allows for transition between the short and long-term. The long-term policy promotes greater sustainability for parts of the shoreline and focuses on sustaining and possibly enhancing the natural character of this coast.



HURST, NEW FOREST, COURTESY NEW FOREST DISTRICT COUNCIL

Private landownership

Around most of England, although the coast is often privately-owned, public authorities have traditionally managed the coastline. In the North Solent SMP area over 60% of the shoreline is privately-owned and the majority has privately maintained defences. Therefore, private landowners have a key role in the way the shoreline is and will be managed within the North Solent SMP area. Please note that:

- Private individuals and organisations have certain permissive development rights or powers to protect their own property and to continue to maintain existing coastal and flood defences
- Landowner's rights to maintain defences remain, irrespective of the SMP policy, as is currently the case
- Landowners are advised to contact their Local Planning Authority before undertaking any works
- Proposals for improvements to existing defences or new defences or removal of defences require the applicant to obtain all relevant consents and permissions, including planning permission, before carrying out any works, as is currently the case
- The SMP is one material consideration that Planning Authorities refer to when forming planning decisions
- Each planning application will be considered and assessed on a case-by-case basis and not determined solely on the SMP coastal defence policy, however it will be taken into account
- Responses from landowners during public consultation have been considered when determining the final SMP policy

An Information note for landowners, planners and developers has been produced that summarises the role the non-statutory SMP has in the planning process and coastal planning issues regarding privately owned coastal defences (for details please visit www.northsolentsmp.co.uk)



Environmental Management & Habitat Creation

The wide variety of vulnerable habitat types and species within the Solent and the extent of the International and European nature conservation designations, results in a complex combination of factors when planning the present and future management of flood and erosion risk.

The Regional Habitat Creation Programme (RHCP) is co-ordinated by the Environment Agency in partnership with Natural England, Local Authorities and other organisations. It aims to strategically deliver the creation of new coastal and wetland habitats to replace those damaged or lost by flood or coastal defence works and sea level rise. This also takes into account the losses caused by the continued maintenance of defences (called coastal squeeze), including those from existing privately maintained defences. The RHCP aims to create new habitat through various mechanisms, including land purchase from willing landowners, or working with landowners wishing to create and manage habitat on their land in return for agri-environment payments (e.g. Higher Level Stewardship (HLS) or for other business reasons.

The RHCP are seeking opportunities to create various habitats, in particular intertidal habitat (saltmarsh and mudflat), reedbed and grazing marsh habitats. Please contact the RHCP team in the Environment Agency or the Natural England Coastal Team if you think you might be interested and want further details.



The policy appraisal process

The North Solent SMP sets policy over the next 100 years, looking beyond the lifespan of all coastal defence structures into a period where the effects of climate change will have significant impacts on coastal management.

The final policies have been reached through a number of stages examining the potential impacts of applying each of the four SMP policy options and predicting how they may shape the future coastline. Climate change, including alterations to sea level, waves and tides and changing weather patterns have been considered in this process. In assessing each policy the SMP has also looked at the financial and social costs of each policy, along with the impact on the environment.

After these assessments the SMP proposed a management policy for each length of coastline within the North Solent.

These policies then went out to public consultation for a period of 3 months.

The SMP Client Steering Group took into account all of the responses received during consultation when determining the final policy recommendations. This does not mean that responses have always meant a change in policy, but they have always been seriously considered.

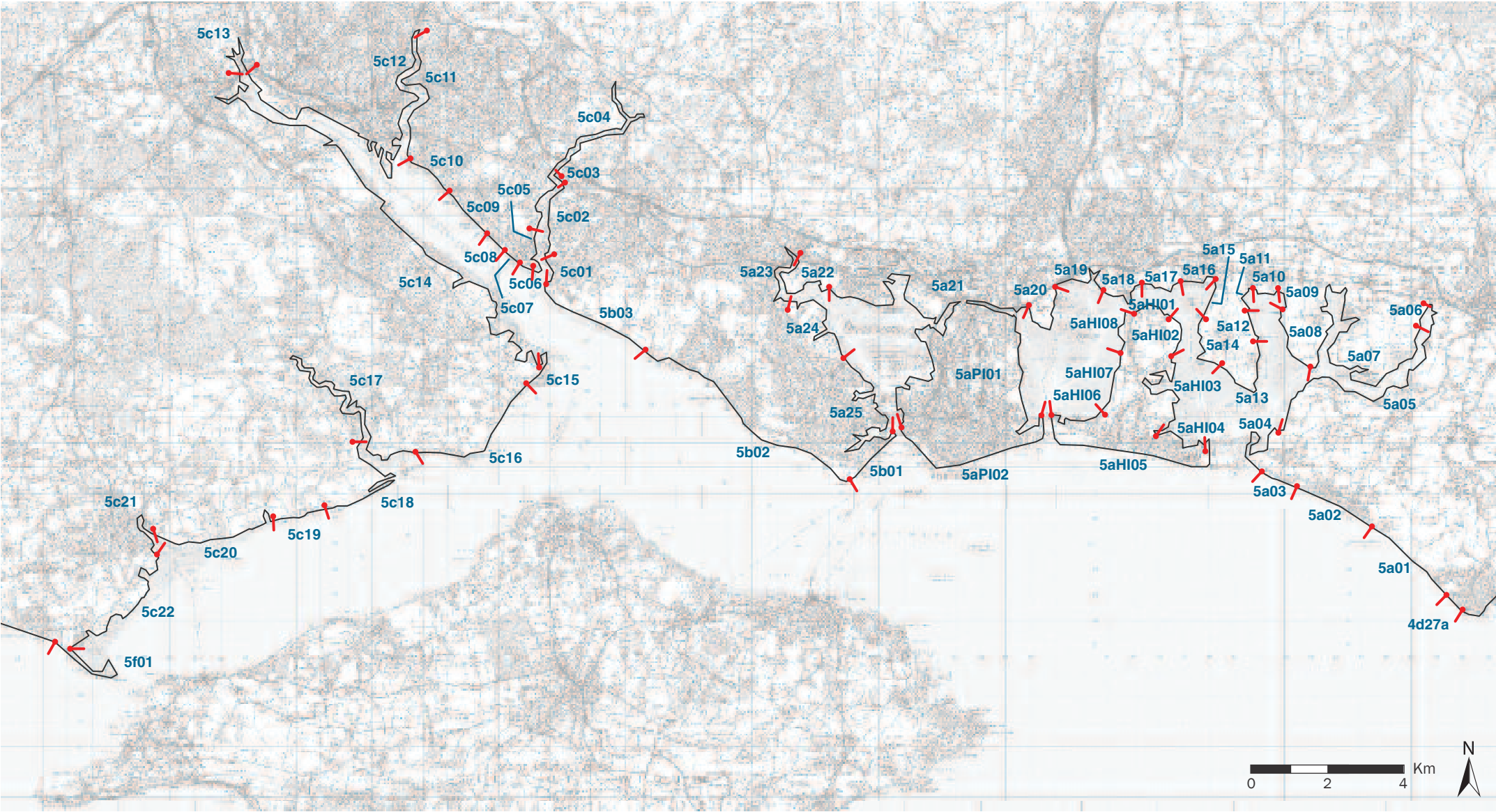


| Final Policies | | | | | |
|-----------------------|---|------------------------------------|--|--|--|
| Policy Unit Reference | Start of Unit | End of Unit | Epoch 1 (0-20 years) | Epoch 2 (20-50 years) | Epoch 3 (50-100 years) |
| 4D27A | Hillfield Road, Selsey | West Street, Selsey | HTL | HTL | HTL |
| 5A01 | Selsey West Beach | Bracklesham (Medmerry) | MR (localised HTL at Medmerry Cliffs) | HTL | HTL |
| 5A02 | Bracklesham | East Wittering | HTL | HTL | HTL |
| 5A03 | East Wittering | Cakeham | HTL | HTL (potential for minor MR at Cakeham) | HTL (potential for minor MR at Cakeham) |
| 5A04 | Cakeham (incl. East Head) | Ella Nore Lane | AM | AM | AM |
| 5A05 | Ella Nore Lane | Fishbourne | HTL (NPFA) | HTL (NPFA) | HTL (NPFA) (localised MR Horse Pond) |
| 5A06 | Fishbourne | | HTL (NPFA) | HTL (NPFA) | HTL (NPFA) |
| 5A07 | Fishbourne | west of Cobnor Point | HTL (NPFA) (localised MR East Chidham) | HTL (NPFA) | HTL (NPFA) |
| 5A08 | west of Cobnor Point | Chidham Point | MR | HTL (NPFA) | HTL (NPFA) |
| 5A09 | Chidham Point | Nutbourne | HTL (NPFA) | HTL (NPFA) | HTL (NPFA) |
| 5A10 | Nutbourne | | HTL (NPFA) | HTL (NPFA) | HTL (NPFA) |
| 5A11 | Nutbourne | Prinsted | HTL | HTL | HTL |
| 5A12 | Prinsted | Stanbury Point | HTL | HTL | HTL |
| 5A13 | Stanbury Point | Marker Point | HTL | HTL | HTL |
| 5A14 | Marker Point | Wickor Point | HTL | HTL | HTL |
| 5A15 | Wickor Point | Emsworth Yacht Haven | HTL | HTL | HTL |
| 5A16 | Emsworth Yacht Haven | Maisemore Gardens | HTL | HTL | HTL |
| 5A17 | Maisemore Gardens | Wade Lane | HTL | HTL* | HTL* |
| | | | * further detailed studies are required which consider whether MR may occur at Conigar and Warblington | | |
| 5A18 | Wade Lane | Southmoor Lane | HTL | HTL* | HTL* |
| | | | * further detailed studies are required which consider whether MR may occur at Southmoor | | |
| 5A19 | Southmoor Lane | Farlington Marshes (east) | HTL | HTL | HTL |
| | | | HTL | HTL* | HTL* |
| 5A20 | Farlington Marshes | | * In addition to a study looking across the context of the wider strategic network of sites, a study is required to confirm the future management of the site. This is likely to be a range of options from HTL to MR. This is likely to result in doing something different, to recognise coastal change. The study will address the economic, environmental and social implications and flood management issues of the site. To be reflected in the implementation plan of strategy and Action plan of the SMP. SMP Strategy and Sustainability study are to have clear engagement plans. The SMP and Strategy will be advising the Regional Habitat Creation Plan of the likelihood of the need to provide compensatory habitat for the features and amenities of Farlington Marshes, and given the uncertain timescales this needs to be taken account of now. | | |
| 5A21 | Farlington Marshes | Cador Drive | HTL | HTL | HTL |
| 5A22 | Cador Drive | A27 | HTL | HTL* | HTL* |
| | | | * Requirement for more detailed study (for management of site to be determined following contaminated land investigations) | | |
| 5A23 | A27 | Fleetlands (MOD boundary) | HTL | HTL | HTL |
| 5A24 | Fleetlands | Quay Lane | HTL | HTL | HTL |
| 5A25 | Quay Lane (MOD boundary) | Portsmouth Harbour entrance (west) | HTL | HTL | HTL |
| 5B01 | Portsmouth Harbour entrance | Gilkicker Point | HTL | HTL | HTL |
| 5B02 | Gilkicker Point | Meon Road, Titchfield Haven | HTL | HTL | HTL |
| 5B03 | Meon Road, Titchfield Haven | Hook Park | NAI (HTL for cross-Solent infra - structure) | NAI (HTL for cross-Solent infra - structure) | NAI (HTL for cross-Solent infra - structure) |
| 5C01 | Hook Park | Warsash North | NAI | MR | HTL |
| 5C02 | Warsash North | Swanwick Shore Road | NAI | NAI | NAI |
| 5C03 | Swanwick Shore Road | Bursledon Bridge | HTL | HTL | NAI |
| 5C04 | Bursledon Bridge to Curbridge to Botley to Satchell Marshes | | NAI | NAI | NAI |
| 5C05 | Satchell Marshes | Hamble Common Point | NAI* (HTL the Quay and Rope Walk) | NAI* (HTL the Quay and Rope Walk) | NAI* (HTL the Quay and Rope Walk) |
| | | | *Requirement for more detailed study (on potential impact of shoreline evolution of Hamble Point to determine longer-term management of this frontage and River Hamble) | | |
| 5C06 | Hamble Common Point | Hamble Oil Terminal | NAI | NAI | NAI |
| 5C07 | Hamble Oil Terminal | Ensign Industrial Park | HTL | HTL | NAI |

| Final Policies - continued | | | | | |
|----------------------------|--|------------------------------------|--|-----------------------|------------------------------|
| Policy Unit Reference | Start of Unit | End of Unit | Epoch 1 (0-20 years) | Epoch 2 (20-50 years) | Epoch 3 (50-100 years) |
| 5C08 | Ensign Industrial Park | Cliff House | NAI | NAI | NAI |
| 5C09 | Cliff House | Netley Castle | HTL | HTL* | NAI (HTL for Netley Village) |
| 5C10 | Netley Castle | Weston Point | HTL | HTL | HTL |
| 5C11 | Weston Point | Woodmill Lane | HTL | HTL | NAI* |
| 5C12 | Woodmill Lane | Redbridge | HTL | HTL | HTL |
| 5C13 | Lower Test Valley | | NAI | NAI | NAI |
| 5C14 | Redbridge | Calshot Spit | HTL | HTL | HTL |
| 5C15 | Calshot Spit | | HTL | HTL | NAI |
| 5C16 | Calshot Spit | Inchmery | NAI | NAI | NAI |
| 5C17 | Inchmery | Salternshill | NAI | NAI | NAI |
| 5C18 | Salternshill | Park Shore | HTL (NPFA) | HTL (NPFA) | HTL (NPFA) |
| 5C19 | Park Shore | Sowley | HTL | HTL | HTL* |
| 5C20 | Sowley | Elmer's Court | NAI | NAI | NAI |
| 5C21 | Elmer's Court | Lymington Yacht Haven | HTL (Regulated Tidal Exchange Lymington Reedbeds) | HTL | HTL |
| 5C22 | Lymington Yacht Haven | Saltgrass Lane | HTL | HTL | HTL |
| 5F01 | Hurst Spit | | HTL | HTL | HTL |
| 5API01 | Langstone Harbour entrance (west) (harbour) | Portsmouth Harbour entrance (east) | HTL | HTL | HTL |
| 5API02 | Langstone Harbour entrance (west) (open coast) | Portsmouth Harbour entrance (east) | HTL | HTL | HTL |
| 5AHI01 | Langstone Bridge | Northney Farm | HTL | HTL | HTL |
| 5AHI02 | Northney Farm | | HTL (NPFA) | HTL (NPFA) | HTL (NPFA)* |
| 5AHI03 | Northney Farm | Mengham | HTL (NPFA) | HTL (NPFA) | HTL (NPFA) |
| 5AHI04 | Mengham | Chichester Harbour entrance (west) | HTL | HTL | HTL |
| 5AHI05 | Chichester Harbour entrance (west) | Langstone Harbour entrance (east) | HTL | HTL | HTL |
| 5AHI06 | Langstone Harbour entrance (east) | North Shore Road, New Town | HTL | HTL | HTL |
| 5AHI07 | North Shore Road, New Town | West Lane (Stoke) | NAI (HTL Newtown) | NAI (HTL Newtown) | NAI (HTL Newtown) |
| 5AHI08 | West Lane (Stoke) | Langstone Bridge | HTL* | HTL* | HTL* |
| | | | * further detailed studies are required which may consider regulated tidal exchange at Stoke and MR at West Northney | | |

| Key | |
|------|-----------------------------|
| HTL | Hold The Line |
| NAI | No Active Intervention |
| ATL | Advance The Line |
| MR | Managed Realignment |
| HTRL | Hold the Realigned Line |
| RTE | Regulated Tidal Exchange |
| AM | Adaptive Management |
| NPFA | No Public Funding Available |

North Solent Shoreline Management Plan - final policy unit boundaries



5F01 Policy Unit Name
— Policy Unit Boundary



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Public consultation

The public consultation for the North Solent SMP ran for a period of three months at the beginning of 2010 and during this period the SMP team received over 200 formal comments regarding the proposed plan.

As part of the consultation eight public exhibitions were held across the North Solent region attracting nearly 600 visitors.

A consultation report is available as part of the final SMP document and details all of the individual comments received, the SMP team's responses to these comments and how the comments have influenced the final plan and policies.

Thank you

The SMP Client Steering Group would like to thank all those who responded during consultation. Engaging with landowners, key stakeholders and the public was a central component in the development of the SMP and has contributed towards making informed decisions about coastal management.

Further information

The SMP documents are all available to download and view at www.northsolentsmp.co.uk

Next steps

The final SMP has proposed a series of detailed studies along with Flood and Coastal Erosion Risk Management Strategies (FCERMS) and site-specific schemes. These will determine how the risk of flooding and coastal erosion can be managed and how the SMP policies can be implemented in a holistic and sustainable manner. We look forward to working with you to develop practical and sustainable ways of managing our coast.



THE NORTH SOLENT SHORELINE MANAGEMENT PLAN COVERS **386KM OF COASTLINE** BETWEEN SELSEY BILL AND HURST SPIT

