



North Solent Shoreline Management Plan

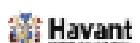
SUMMARY OF FINAL PLAN DECEMBER 2010

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:

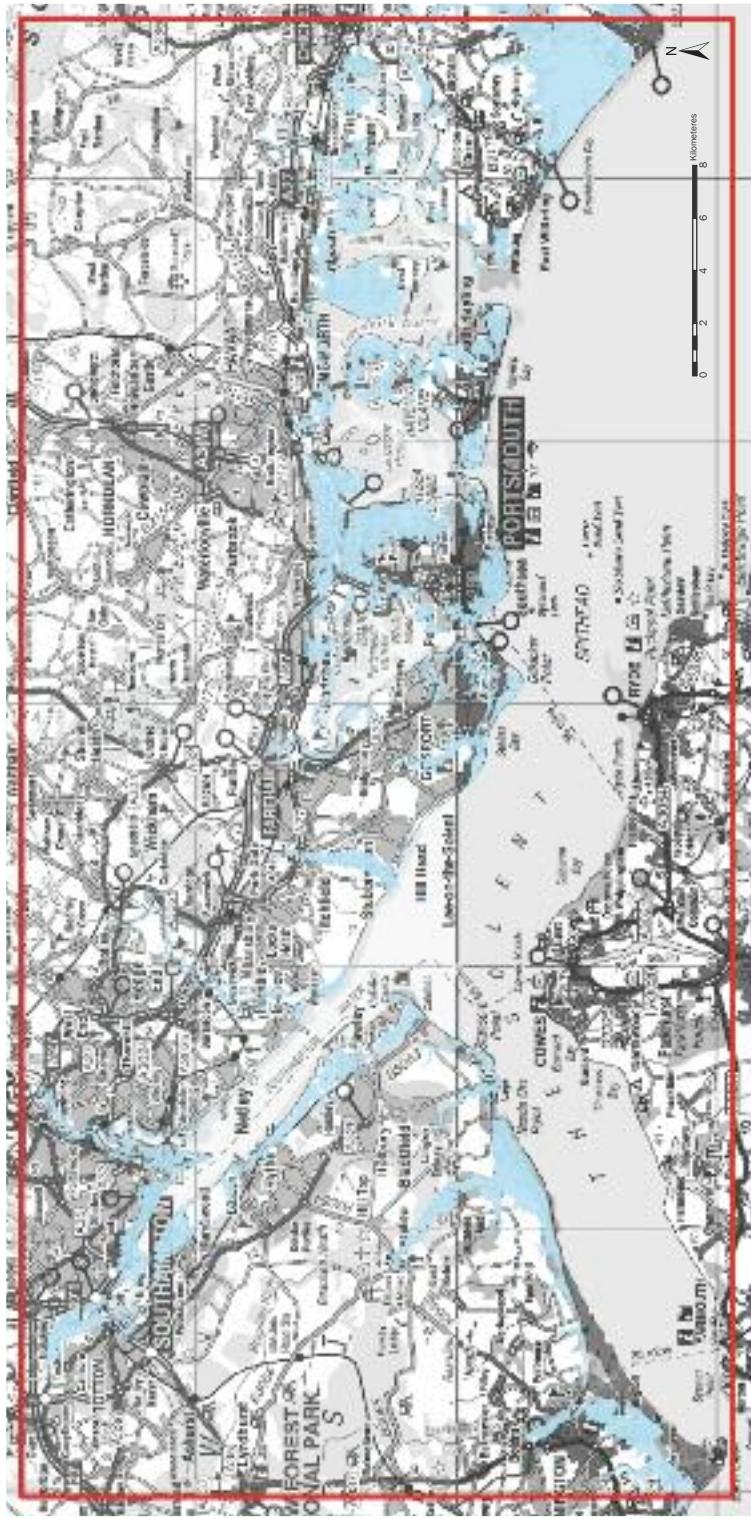
A policy of HTL, ATL or MR does not mean that public funding is secured or guaranteed.

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.



Study Area

Tidal Flood Risk Area - 2008 (1:200yr)
Floodzone 3 © Environment Agency



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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.



COURTESY NEW FOREST DISTRICT COUNCIL



SOWLEY, NEW FOREST | COURTESY NEW FOREST DISTRICT COUNCIL

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.



HURST, NEW FOREST | COURTESY NEW FOREST DISTRICT COUNCIL

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.



HAYLING ISLAND | COURTESY NEW FOREST DISTRICT COUNCIL

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 defences as 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



EASTOKE PENINSULA | COURTESY HAVANT BOROUGH 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.



PORTRSMOUTH HARBOUR | COURTESY NEW FOREST DISTRICT COUNCIL

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)



SALTMARSH | COURTESY NEW FOREST DISTRICT COUNCIL

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.



EASTHEAD | COURTESY OF CHICHESTER HARBOUR CONSERVANCY

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.



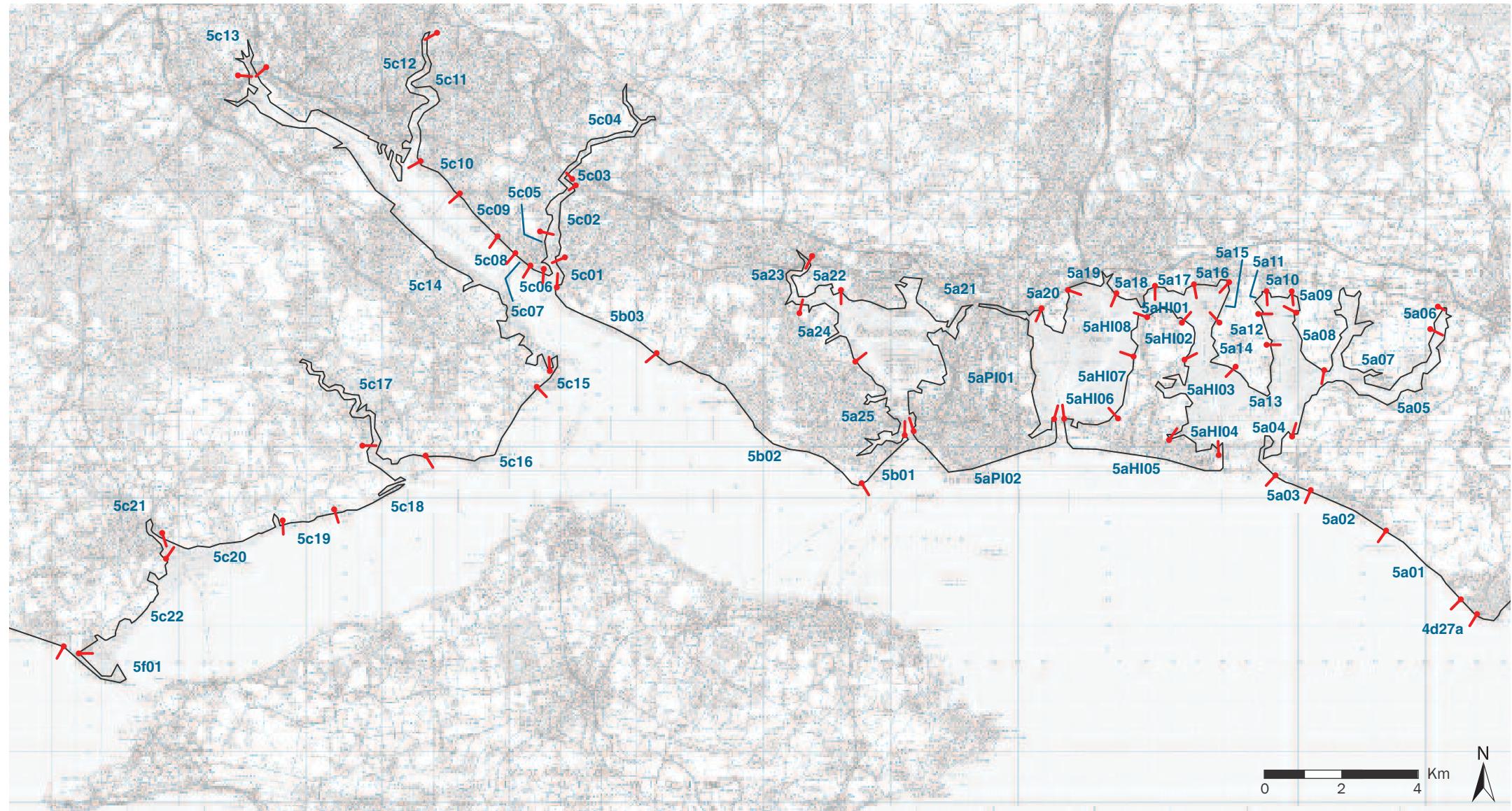
MEDMERRY | COURTESY CHICHESTER DISTRICT COUNCIL

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	* further detailed studies are required which consider whether MR may occur at Conigar and Warblington		
5A18	Wade Lane	Southmoor Lane	HTL	HTL*	HTL*
5A19	Southmoor Lane	Farlington Marshes (east)	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	* 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)
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)
			*further detailed studies required for management of site		
5C10	Netley Castle	Weston Point	HTL	HTL	HTL
5C11	Weston Point	Woodmill Lane	HTL	HTL	NAI*
			*Requirement for more detailed study (for management of site that recognises coastal change and investigates property level defence options)		
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*
			* further detailed studies required for management of defences		
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
SAPI01	Langstone Harbour entrance (west) (harbour)	Portsmouth Harbour entrance (east)	HTL	HTL	HTL
SAPI02	Langstone Harbour entrance (west) (open coast)	Portsmouth Harbour entrance (east)	HTL	HTL	HTL
SAHI01	Langstone Bridge	Northney Farm	HTL	HTL	HTL
SAHI02	Northney Farm		HTL (NPFA)	HTL (NPFA)	HTL (NPFA)*
			(*Further detailed studies are required which consider whether MR may occur at Northney Farm)		
SAHI03	Northney Farm	Mengham	HTL (NPFA)	HTL (NPFA)	HTL (NPFA)
SAHI04	Mengham	Chichester Harbour entrance (west)	HTL	HTL	HTL
SAHI05	Chichester Harbour entrance (west)	Langstone Harbour entrance (east)	HTL	HTL	HTL
SAHI06	Langstone Harbour entrance (east)	North Shore Road, New Town	HTL	HTL	HTL
SAHI07	North Shore Road, New Town	West Lane (Stoke)	NAI (HTL Newtown)	NAI (HTL Newtown)	NAI (HTL Newtown)
SAHI08	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

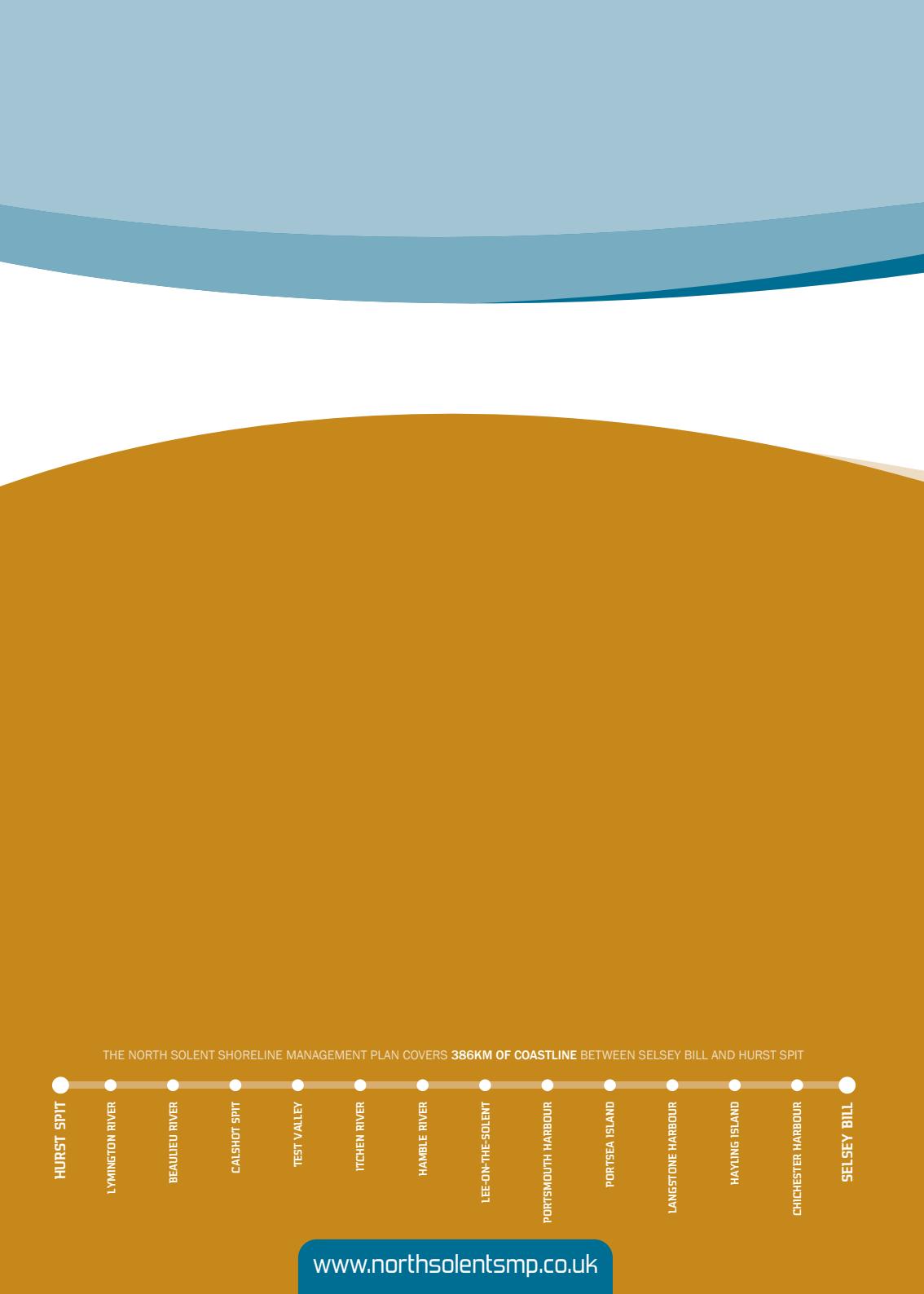
The SMP documents are all available to download and view at www.northsolentsmp.co.uk

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.



GOSPORT | COURTESY OF GOSPORT BOROUGH COUNCIL



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

