

## **5 POLICY STATEMENTS**

This chapter contains a series of statements presenting the final policy and implications for each Policy Unit. These provide local detail to support the SMP-wide preferred plan, presented in Chapter 4, and consider locally-specific issues and objectives, which are presented in the supporting appendices to this document. Consequently, these policy statements must be read in conjunction with those and in the context of the wider-scale issues and policy implications as reported therein. Following the Policy Statements, Table 15 details the proposed policies for consultation with the final policy options and Table 16 provides a comparison of final SMP2 policy options with SMP1 policies.

### **5.1 Contents**

Each Policy Statement contains the following:

#### **Policy Unit/Location reference**

Policy Units are identified representing frontages for which a discrete shoreline management policy applies. Each Policy Unit is assigned a reference code identifier which is sequential along the shoreline from east to west or clockwise direction (numbering is based upon the coastal sub-cell numbers 5A, 5B and 5C followed by a unit number). Figures 16 presents the proposed policies for the full North Solent SMP area for epoch 1, 0-20 years; Figure 17 presents the proposed policies for epoch 2, 20-50 years; and Figure 18 present the proposed policies for epoch 3, 50-100 years.

#### **Summary of Policy Unit Characteristics**

A summary statement that describes the characteristics and pertinent features that define each Policy Unit.

#### **Proposed Policy Options and Policy Scenarios to implement the draft SMP**

The proposed policies (along with existing SMP1 policy for comparison) and activities that will be undertaken in the short (present to 2025), medium (2025 to 2055) and long term (2055 to 2105) to implement the preferred plan. These timescales should not be taken as definitive, but should instead be considered as phases in the management of a location.

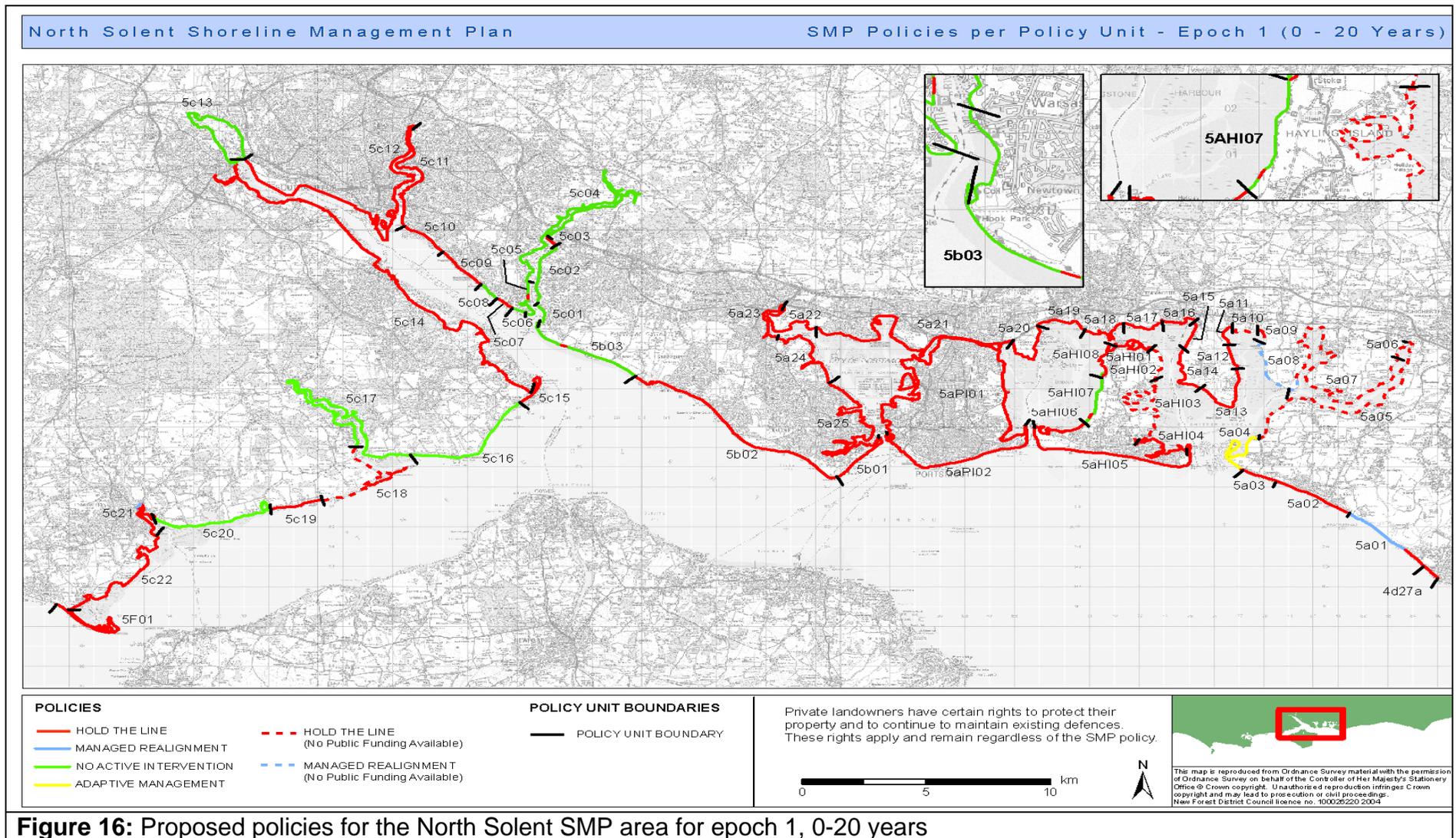
## **Summary of rationale behind the policy decisions**

A summary of the rationale behind the proposed policy option decisions as determined through the policy appraisal process, which reflects the requirement for changes in policy over time; for example, caused by changes in extent and implications of potential increase in coastal flood or erosion risk to pertinent features within each coastal frontage, or implications for defence works or feasibility of implementation.

## **Map of Policy Unit**

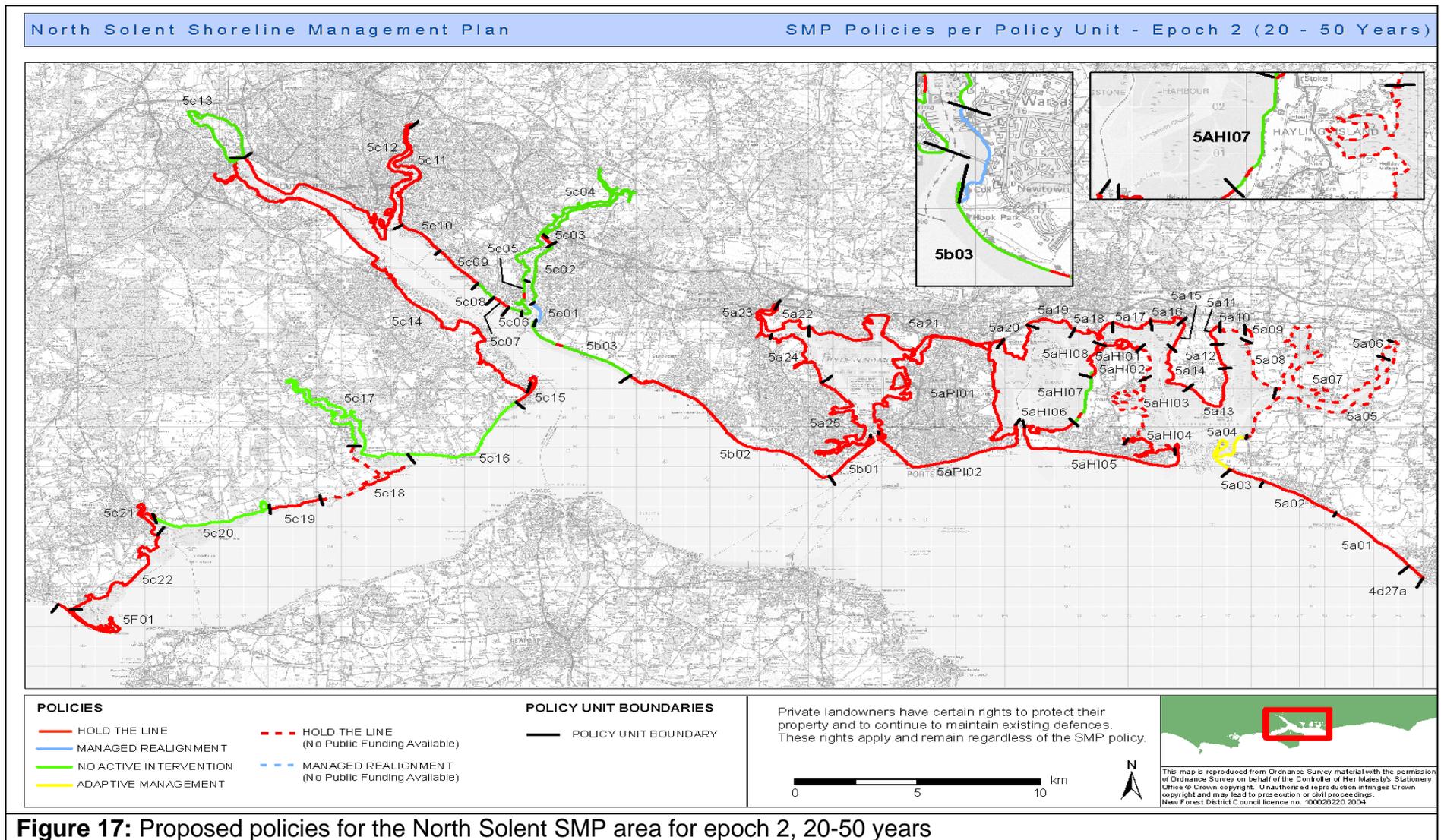
A map of the shoreline and coastal zone within each Policy Unit is presented, along with a summary of the proposed policies. It is important to note that coastal and flood defences can only reduce and manage the risk of coastal flooding, not eliminate the risk. Therefore, these maps indicate the residual flood risk that remains even if existing defences are maintained. The indicative erosion risk zones are also shown for frontages where there are no defences or management practices, or where a policy of No Active Intervention is proposed. For sites where a policy of Managed Realignment is proposed, an indicative area that may be affected is presented; such sites are dependent on landowner's consent and if to be considered further, more-detailed, site-specific studies to determine secondary defence requirements and alignment. Table 5 details the start and end coordinates of the policy unit boundaries and the lengths of the individual frontage units.





**Figure 16:** Proposed policies for the North Solent SMP area for epoch 1, 0-20 years





**Figure 17: Proposed policies for the North Solent SMP area for epoch 2, 20-50 years**



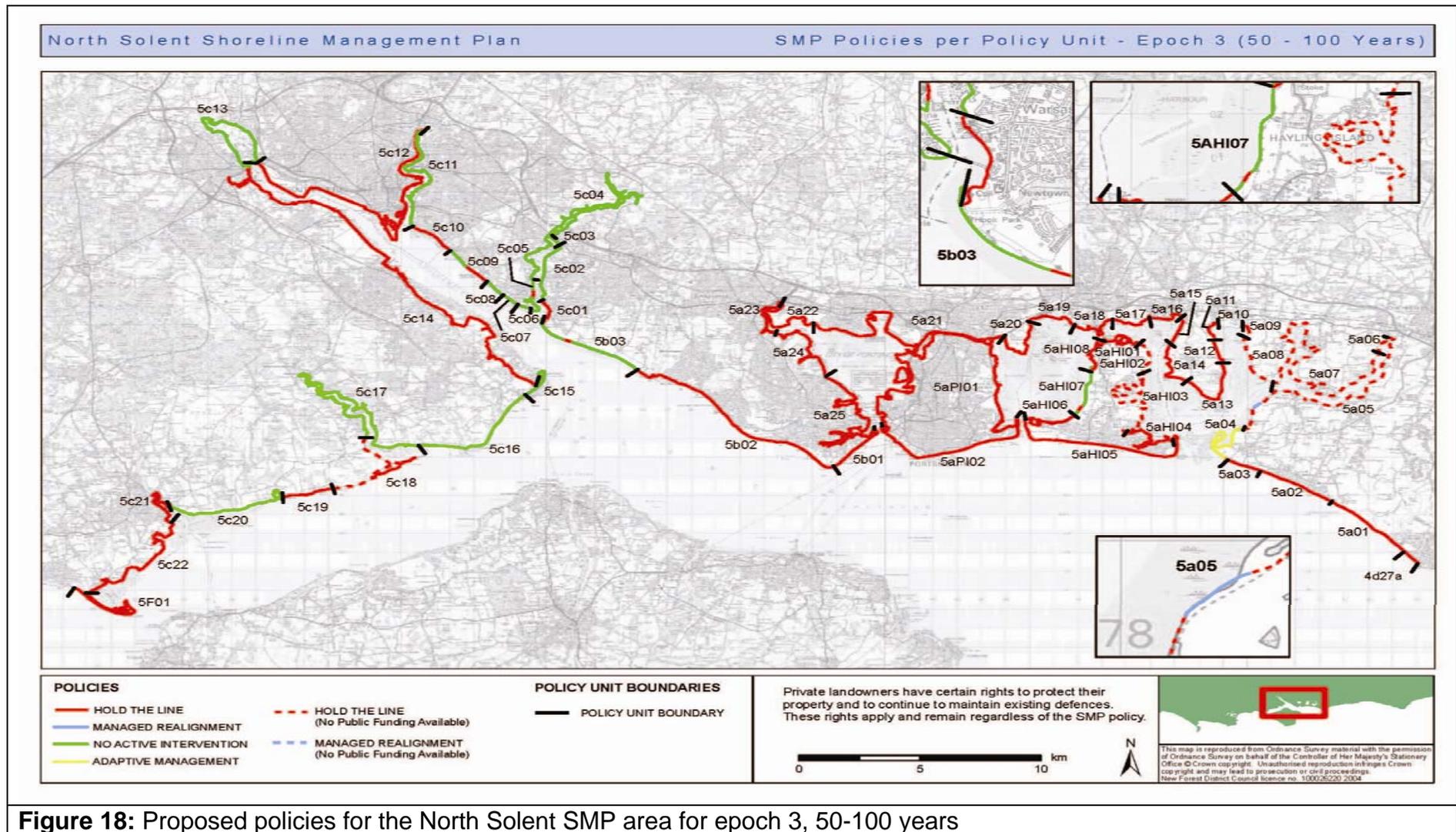


Figure 18: Proposed policies for the North Solent SMP area for epoch 3, 50-100 years

Policy Unit	Start of Line (X)	Start of Line (Y)	End of Line (X)	End of Line (Y)	Length (km)
4D27A	484480.20	93033.62	485055.17	92434.53	0.83
5A01	481460.00	95660.00	484479.35	93040.65	4.04
5A02	478561.76	97285.56	481460.00	95660.00	3.35
5A03	477132.20	97894.10	478561.76	97285.56	1.56
5A04	477127.34	98621.21	477124.23	98606.52	4.77
5A05	480391.30	100981.00	480488.92	100986.50	11.36
5A06	483423.45	103460.68	483748.07	104180.38	0.91
5A07	479000.74	102012.35	483423.45	103460.68	15.68
5A08	478068.40	104267.01	479000.74	102012.35	2.99
5A09	478010.17	104794.20	478010.17	104794.20	0.85
5A10	476773.93	105046.75	477801.09	104960.21	1.30
5A11	476381.87	104698.58	476773.93	105046.75	1.23
5A12	476647.30	104192.61	476987.39	103124.15	1.23
5A13	476987.39	103124.15	475473.59	102025.65	3.89
5A14	475473.59	102025.65	474695.34	103687.35	3.04
5A15	475343.67	105126.70	474797.08	103951.70	1.54
5A16	473906.95	105303.92	475216.62	105365.70	2.30
5A17	473457.32	104983.87	473455.93	104981.22	1.82
5A18	470867.15	104959.46	472412.04	105238.62	3.63
5A19	468928.27	105140.31	470860.60	104963.27	2.40
5A20	467944.26	104433.84	468928.27	105140.31	3.46
5A21	462541.49	104767.29	462543.22	104764.41	14.29
5A22	459002.73	105000.14	460068.52	105060.19	4.56
5A23	458695.96	106205.15	458302.02	104569.24	2.96
5A24	460524.81	102371.53	459352.43	104632.70	5.93
5A25	462658.66	99376.33	460524.81	102371.53	16.07
5B01	460896.29	97513.53	462658.66	99376.33	2.72
5B02	455262.85	101505.10	454504.42	101882.31	10.68
5B03	452764.27	102624.52	448831.62	105083.15	5.33
5C01	448831.75	105082.79	448879.69	106307.49	1.56
5C02	448879.69	106307.49	449566.42	109202.24	3.33
5C03	449566.42	109202.24	449269.25	109670.88	0.68
5C04	448471.93	107410.77	450782.73	110977.03	19.73
5C05	448680.79	105748.80	448384.84	105828.06	2.46
5C06	448680.46	105749.70	447806.98	106061.67	0.99
5C07	447806.98	106061.67	447240.13	106532.31	0.75
5C08	447240.13	106532.31	446548.97	107278.38	1.03
5C09	446548.97	107278.38	445022.91	108907.09	2.25
5C10	445022.91	108907.09	444771.62	109138.51	2.19
5C11	443486.04	110179.09	443948.24	115199.24	8.01
5C12	443948.24	115199.24	437100.00	113575.34	20.93
5C13	437100.00	113575.34	436675.58	113341.18	9.07

5C14	448599.95	101762.81	436675.58	113341.18	25.42
5C15	448168.53	101318.75	448599.95	101762.81	2.60
5C16	443730.27	98615.66	448168.53	101318.75	5.99
5C17	441549.95	99017.29	443730.27	98615.66	16.18
5C18	440183.63	96350.03	441549.95	99017.29	10.48
5C19	438132.64	95878.20	440183.63	96350.03	2.15
5C20	433447.12	95522.46	438132.64	95878.20	6.54
5C21	433500.72	94572.82	433447.12	95522.46	4.26
5C22	429950.05	90838.95	433500.72	94572.82	8.41
5F01	429458.86	91116.09	429950.05	90838.95	8.39
5API01	463004.10	99313.70	468446.31	100097.56	25.84
5API02	468441.64	99132.04	468455.94	99135.61	7.44
5AHI01	472015.37	104023.01	473536.33	103985.64	4.07
5AHI02	473536.92	103984.17	473693.28	102468.35	1.82
5AHI03	472449.55	101354.50	473739.97	102129.13	9.86
5AHI04	472919.66	99213.13	475012.96	98633.71	5.63
5AHI05	475012.96	98633.71	468789.52	99983.27	8.86
5AHI06	468789.52	99983.27	470834.98	100216.14	4.42
5AHI07	470834.98	100216.14	471557.81	102609.07	2.97
5AHI08	471557.81	102609.07	471674.74	102707.67	2.67

**Table 5:** Start and End co-ordinates for Policy Units

## Management areas

The individual Policy Units were defined based on coastal processes, erosion and flood risk, wave climate, assets potentially at risk, land use and also considered landownership. Following the confirmation of the final SMP policies resulting from public consultation, the predicted coastal process interactions and flood and erosion risk implications on neighbouring Policy Units, in the medium and longer-term, could be determined. The Policy Units could then be grouped into distinct "Management Areas", to summarise the policy intent and highlight the key interactions and implications that were considered. The Management Areas considered include:

- Selsey Bill to East Head
- Chichester Harbour
- Hayling Island open coast
- Langstone Harbour
- Portsea Island open coast
- Portsmouth Harbour
- Portsmouth Harbour entrance to River Hamble entrance
- Southampton Water
- Western Solent

Detailed assessments on the implications on coastal processes and shoreline response, requirements for management of defences and appraisal of policy options against policy drivers and objectives are available in *Appendix F Initial Policy Scenario Development* and *Appendix G Scenario Testing*. The medium and long-term changes of adjacent and neighbouring frontages will need to be considered in the management of each site, through strategic planning, detailed studies and during Scheme development. Coastal monitoring will continue to inform flood and erosion risk mapping, beach management options, assessments to determine future defence requirements and assessments for post scheme appraisals.

### **Selsey to East Head (Policy Units - 4D27a, 5A01, 5A02, 5A03, 5A04)**

As recommended in the Pagham to East Head Coastal Defence Strategy, the management intention is to continue to provide long-term protection to residential centres at Selsey, Ham, Earnley, East Wittering and Cakeham through maintenance and improvements to coastal and flood defences but to take an adaptive approach at West Wittering and East Head (see Table 6 for final policy options for the Selsey to East Head Management Area). The area of residual tidal flood risk between West Wittering and Selsey is extensive (see Figure 5). Realigning defences at Medmerry will improve standard of protection to residential areas and will create inter-tidal mudflat and saltmarsh habitats.

The sediment supply and impact of changing coastal processes and sediment transport pathways between the Medmerry realignment entrance towards East Head will need to be monitored and will influence the timing and approach of

adaptive management measures between Cakeham and East Head. Depending on the nature and timing of intervention at East Head, conditions and coastal processes may result in changes in coastline position, flood risk and environmental features within Chichester Harbour.

Policy Unit Ref	Start of Unit	End of Unit	Final Preferred Policies		
			Epoch 1	Epoch 2	Epoch 3
			0-20yrs	20-50yrs	50-100yrs
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 (Medmerry)	East Wittering	HTL	HTL	HTL
5A03	East Wittering	Cakeham	HTL	HTL	HTL
				(potential for minor MR at Cakeham)	
5A04	Cakeham (including East Head)	Ella Nore Lane	AM	AM	AM

**Table 6.** Summary of final policy options for frontage units for Selsey and East Head Management Area

### Chichester Harbour

**(Policy Units – 5A05, 5A06, 5A07, 5A08, 5A09, 5A10, 5A11, 5A12, 5A13, 5A14, 5A15, 5A16, 5A17, 5AHI01, 5AHI02, 5AHI03, 5AHI04)**

A significantly high proportion of the flood defences between East Head and Emsworth, and between North Hayling and Selsmore, on Hayling Island, are privately owned and maintained. Landowners have historically considered undertaking any necessary maintenance works as affordable, even where national public funding criteria may indicate that works are not economically viable. Further to consultations and discussions with private landowners and stakeholders, the majority of the proposed objective-led policies of MR have been changed in the final policy options in Chichester Harbour to HTL with no public funding available, to reflect landowner's intentions to continue to maintain their flood and coastal defences, to protect their landholdings, properties and land use assets. See Table 7 for final policy options for the Chichester Harbour Management Area.

The continued provision of the defences owned and maintained by third parties and MOD will afford a level of flood protection to individual properties, coastal communities, agricultural land, environmentally important and designated freshwater and coastal grazing marsh habitats, features and functions (e.g. high tide roost sites for wading birds and waterfowl), transport infrastructure and heritage features. However, continued maintenance of these defences will also result in continued loss of inter-tidal habitats through coastal squeeze. The Regional Habitat Creation Programme will secure and deliver these

compensation habitat requirements for maintenance of defences on behalf of private owners, Local Authorities and the EA.

The MR site at West Chidham is a privately developed habitat creation site, with secondary defences already constructed in advance of realignment requirement. The future management and potential localised realignment of defences and land use at Northney Farm, Warblington and Conigar, as for all potential MR sites in the Solent region, will be determined subject to further detailed assessments as they are components of a Solent-wide network of high tide roost sites that support the designated SPA/Ramsar areas. The localised realignment of defences at Horse Pond and east Chidham will enable inter-tidal habitats to be created although, at Horse Pond coastal grazing marsh habitat and function would need to be established in a more sustainable site elsewhere in advance of realignment works as the site includes designated SPA/Ramsar habitat and features.

Even with these management intentions, the extent of residual tidal flood risk is extensive on Thorney Island, Chidham peninsula, and in the areas around Fishbourne, Apuldram, Birdham and West Wittering, as well as the northern and eastern shores of Hayling Island (see Figure 11); the rates of shoreline erosion are relatively low within the harbour. These residual flood risks, and those associated with non-maintenance or failure of defences have been highlighted during consultations, but site specific implications need to be determined through more detailed studies and continued engagement and working with landowners, MOD and coastal communities. Other impacts and implications associated with failure or non-maintenance of privately owned or MOD defences (i.e. unmanaged realignment) such as changing coastal processes and sediment transport pathways, losses of high grade agricultural land, losses of designated habitats will also need to be appraised.

To ensure a consistent level of detailed assessments of management options for flood and coastal defences, surface water run off, flood storage issues and land use management and to further explore habitat compensation and mitigation opportunities, the Action Plan has identified the requirement for a flood and coastal erosion risk management strategy for Chichester Harbour, between Emsworth and East Head and for Hayling Island.

Policy Unit Ref	Start of Unit	End of Unit	Final Preferred Policies		
			Epoch 1	Epoch 2	Epoch 3
			0-20yrs	20-50yrs	50-100yrs
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 required which consider whether MR may occur at Conigar & Warblington		
5AHI01	Langstone Bridge	Northney Farm	HTL	HTL	HTL
5AHI02	Northney Farm		HTL (NPFA)	HTL (NPFA)	HTL (NPFA)* (*Further detailed studies required which consider whether MR may occur)
5AHI03	Northney Farm	Mengham	HTL (NPFA)	HTL (NPFA)	HTL (NPFA)
5AHI04	Mengham	Chichester Harbour	HTL	HTL	HTL

**Table 7.** Summary of final policy options for frontage units for Chichester Harbour Management Area

## Hayling Island Open Coast (Policy Unit - 5AHI05)

The intention is to manage the open coast of Hayling Island as a single frontage through maintenance and improvements to the defence structures and integrated beach management activities, with beach recycling from areas of accretion (e.g. currently at the western end) and replenishment to areas of beach volume depletion (e.g. Eastoke). The existing Beach Management Plan for Hayling Island frontage details the beach recycling and replenishment requirements. Continued beach management operations will provide a level of flood protection to coastal communities and transport infrastructure, and provide an important amenity beach that contributes to the local and regional economy. See Table 8 for final policy options for the Hayling Island Open Coast Management Area.

In order to manage the flood risk from tidal and surface water run off and to address flood storage issues and concerns, the open coast defences need to be considered with management of defences at Selsmore, Mengham, and the area of the Kench.

Even with these management intentions, the extent of residual tidal flood risk is extensive on Hayling Island's open coast except the central section which is at a higher elevation (see Figure 12), although access to these higher areas is vulnerable due to significant flood risk in the north of the island. The coastal processes, sediment transport volumes and rates are highly dynamic on the open coast of Hayling Island, reflecting the shoreline's exposure to more extreme wave climates than in other areas within the Solent, and complexities associated with mobile sediments in the channels, bars and deltas at both Langstone and Chichester Harbour entrances.

To ensure a consistent level of detailed assessments of management options for flood and coastal defences, surface water run off, flood storage issues and land use management and to further explore habitat compensation and mitigation opportunities, the Action Plan has identified the requirement for a flood and coastal erosion risk management strategy for Hayling Island.

Policy Unit Ref	Start of Unit	End of Unit	Final Preferred Policies		
			Epoch 1	Epoch 2	Epoch 3
			0-20yrs	20-50yrs	50-100yrs
5AHI05	Chichester Harbour entrance (west)	Chichester Harbour entrance (east)	HTL	HTL	HTL

**Table 8.** Summary of final policy options for frontage units for Hayling Island open coast Management Area

## Langstone Harbour (Policy Units - 5AHI06, 5AHI07, 5AHI08, 5A18, 5A19, 5A20, 5A21 (part), 5API01 (part))

For the eastern shore of Portsea Island and northern shore of Langstone Harbour, the erosion and flood risk issues have been addressed through the

approved Portsea Island Defence Strategy and in the emerging Portchester to Emsworth Coastal Defence Strategy. The intention is that maintenance and improvements to these Local Authority, MOD or EA maintained defences will provide and raise the level of flood protection to a significantly large centre of residential, commercial, heritage and industrial development along with associated infrastructure, transport network and open space areas. See Table 9 for final policy options for the Langstone Harbour Management Area. However, continued maintenance of these defences will also result in continued loss of inter-tidal habitats through coastal squeeze. The Regional Habitat Creation Programme will secure and deliver these compensation habitat requirements for maintenance of defences on behalf of private owners, Local Authorities and the EA.

The management intention for the western central frontage of Hayling Island is to allow the shoreline to naturally develop as the erosion rates are relatively low and flood risk limited due to topography, although localised maintenance works would be required to provide protection to Newtown community. Hampshire County Council's Hayling Billy amenity footpath would need to be rerouted or adapted in response to changes in shoreline position and sea level rises.

Due to complexity of issues, levels of uncertainty and insufficient ecological, environmental and economic data, the future management and potential realignment of defences and land use at Farlington Marshes, Southmoor, West Northney and Stoke, as for all potential MR sites in the Solent region, will need to be determined by further detailed studies. These will need to consider the flood storage issues, amenity value and environmental features and function of the sites as they are components of a Solent-wide network of high tide roost sites that support the designated SPA/Ramsar areas. The realignment of defences at Farlington Marshes and Southmoor, and modifications to tidal sluice gate operations (regulated tidal exchange) at West Northney and Stoke could enable inter-tidal habitats to be created although designated habitats such as coastal grazing marsh and their function as roost sites would need to be established in a more sustainable site elsewhere in advance of realignment works as the potential managed realignment sites include designated SPA/Ramsar habitat and features.

Policy Unit Ref	Start of Unit	End of Unit	Final Preferred Policies		
			Epoch 1	Epoch 2	Epoch 3
			0-20yrs	20-50yrs	50-100yrs
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	HTL	HTL	HTL
5A20		Farlington Marshes	HTL	HTL*	HTL*
			* 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
5API01	Langstone Harbour entrance (harbour)	Portsmouth Harbour entrance	HTL	HTL	HTL
5AHI06	Langstone Harbour entrance	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 West Northney		

**Table 9.** Summary of final policy options for frontage units for Langstone Harbour Management Area

Even with these management intentions, the extent of residual tidal flood risk is extensive on Portsea Island, Farlington area north of the A27, Southmoor, West Northney and the Kench area on Hayling Island (see Figure 12); the rates of

shoreline erosion are relatively low within the harbour. These residual flood risks, and those associated with non-maintenance or failure of defences have been highlighted during consultations, but site specific implications need to be determined through more detailed studies and continued engagement and working with landowners, MOD and coastal communities. Other impacts and implications associated with failure or non-maintenance of privately owned or MOD defences (i.e. unmanaged realignment) such as changing coastal processes and sediment transport pathways, losses of high grade agricultural land, losses of designated habitats will also need to be appraised.

To ensure a consistent level of detailed assessment of management options for flood and coastal defences, surface water run off, flood storage issues and land use management and to further explore habitat compensation and mitigation opportunities, the Action Plan has identified the requirement for a flood and coastal erosion risk management strategy for Hayling Island to complement the approved Coastal Defence Strategy for Portsea Island and the emerging Portchester to Emsworth Coastal Defence Strategy.

**Portsea Island Open Coast (Policy Unit - 5API02)**

For the open coast shoreline of Portsea Island the erosion and flood risk issues have been addressed through the approved Portsea Island Defence Strategy. The intention is to manage the open coast of Portsea Island as a single frontage through maintenance and improvements to the defence structures and integrated beach recycling activities. See Table 10 for final policy options for the Portsea Island Open Coast Management Area. The maintenance and improvements to these Local Authority or MOD maintained defences will provide and raise the level of flood protection to a significantly large centre of residential, commercial, heritage and industrial development along with associated infrastructure, transport network and open space areas.

Policy Unit Ref	Start of Unit	End of Unit	Final Preferred Policies		
			Epoch 1	Epoch 2	Epoch 3
			0-20yrs	20-50yrs	50-100yrs
5API02	Langstone Harbour entrance (open coast)	Portsmouth Harbour entrance	HTL	HTL	HTL

**Table 10.** Summary of final policy options for frontage units for Portsea Island open coast Management Area

Beach replenishment between Portsmouth Harbour entrance and Southsea will maintain the amenity beaches; in contrast the amenity beaches between Southsea and Eastney are accreting, with the dominant direction of sediment transport being from west to east. Similar to Hayling Island, the extent of residual tidal flood risk is extensive on Portsea Island’s open coast except the central section which is at a higher elevation (see Figure 12), although access to these higher areas is vulnerable due to significant flood risk to north of the island.

**Portsmouth Harbour (Policy Unit - 5API02 (part), 5A21 (part), 5A22, 5A23, 5A24, 5A25)**

The management intention for the flood defences in Portsmouth Harbour is to continue maintenance and improvements to these Local Authority, MOD or EA maintained defences to provide and raise the level of flood protection to a significantly large centre of residential, commercial, heritage and industrial development along with associated infrastructure, transport network and open space areas. See Table 11 for final policy options for the Portsmouth Harbour Management Area. The future management options for existing MOD maintained defences and sites will need to be appraised. For the western shore of Portsea Island and the northern shore between Portchester and Farlington, the erosion and flood risk issues have been addressed through the approved Portsea Island Defence Strategy and in the emerging Portchester to Emsworth Coastal Defence Strategy.

The management of defences between Portchester and Cams Hall needs to be determined through detailed assessments relating to contaminated land and pollution risk associated with deteriorating flood defences and erosion of former landfill site. However, continued maintenance of these defences will also result in continued loss of inter-tidal habitats through coastal squeeze. The Regional Habitat Creation Programme will secure and deliver these compensation habitat requirements for maintenance of defences on behalf of private owners, Local Authorities and the EA.

Even with these management intentions, the extent of residual tidal flood risk is extensive on Portsea Island, and significant in Portchester and Gosport (see Figure 13); the rates of shoreline erosion are relatively low within the harbour. These residual flood risks, and those associated with non-maintenance or failure of defences have been highlighted during consultations, but site specific implications need to be determined through more detailed studies and continued engagement and working with landowners, MOD and coastal communities.

To ensure a consistent level of detailed assessments of management options for flood and coastal defences, surface water run off, flood storage issues and land use management and to further explore habitat compensation and mitigation opportunities, the Action Plan has identified the requirement for a flood and coastal erosion risk management strategy between Portsmouth Harbour entrance and Portchester to complement the approved Coastal Defence Strategies for Portsea Island and the emerging Portchester to Emsworth Coastal Defence Strategy. A flood and coastal erosion risk management strategy study between Portsmouth Harbour entrance and the entrance to the River Hamble has also been identified in the Action Plan.

Policy Unit Ref	Start of Unit	End of Unit	Final Preferred Policies		
			Epoch 1	Epoch 2	Epoch 3
			0-20yrs	20-50yrs	50-100yrs
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 (MOD Boundary)	Quay Lane (MOD boundary)	HTL	HTL	HTL
5A25	Quay Lane (MOD boundary)	Portsmouth Harbour entrance	HTL	HTL	HTL
5API02	Langstone Harbour entrance (open coast)	Portsmouth Harbour entrance	HTL	HTL	HTL

**Table 11.** Summary of final policy options for frontage units for Portsmouth Harbour Management Area

### **Portsmouth Harbour entrance to River Hamble entrance (Policy Unit - 5B01, 5B02, 5B03)**

The management intention for the flood and coastal defences is to manage the open coast between Portsmouth Harbour entrance and the western boundary of the Meon Valley as a single frontage through maintenance and improvements to the defence structures and integrated beach recycling activities. Continued maintenance and improvements to these Local Authority, MOD or EA maintained defences will provide and raise the level of flood protection to the developed centres along with associated infrastructure, transport network and open space areas. The future management options for existing MOD maintained defences and sites will need to be appraised. The existing Lee-on-the-Solent Beach Management Plan details the beach recycling and replenishment requirements. Localised works to maintain and improve flood defences to protect cross-Solent service infrastructure may be required. See Table 12 for final policy options for the Portsmouth Harbour entrance to River Hamble entrance Management Area.

The erosion of the cliffed frontage between Meon Valley and Hook Spit will contribute to the supply of mixed sand and gravel beach sediments to the shore and amenity beaches towards Hook Spit as the dominant drift direction is from south east to north west along this frontage. However, as the shingle barrier of Hook Spit rolls landwards in response to changing near shore wave climate conditions and fluctuations of sediment supply, there may be the requirement for detailed assessments to determine whether an area of contaminated land or a former landfill site is located behind the beach, resulting in a potential pollution risk.

Even with these management intentions, the extent of residual tidal flood risk is significant between Gilkicker and Lee-on-the-Solent (see Figure 13), Titchfield Haven in the Meon Valley and in the area of Hook Spit (see Figure 14). These residual flood risks have been highlighted during consultations, but site specific implications need to be determined through more detailed studies and continued engagement and working with landowners, MOD and coastal communities.

Policy Unit Ref	Start of Unit	End of Unit	Final Preferred Policies		
			Epoch 1	Epoch 2	Epoch 3
			0-20yrs	20-50yrs	50-100yrs
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)

**Table 12.** Summary of final policy options for frontage units for Portsmouth Harbour entrance to River Hamble entrance Management Area

To ensure a consistent level of detailed assessments of management options for flood and coastal defences, surface water run off, flood storage issues and land use management and to further explore habitat compensation and mitigation opportunities in the Meon Valley, the Action Plan has identified the requirement for a flood and coastal erosion risk management strategy between Portsmouth Harbour entrance and the mouth of the River Hamble to complement the draft River Itchen, Weston, Netley and River Hamble Defence Strategy. A flood and coastal erosion risk management strategy study between Portsmouth Harbour entrance and Portchester has also been identified in the Action Plan.

**Southampton Water (River Hamble, Netley, Weston, River Itchen, Southampton, Test Valley, Southampton Waterside) (Policy Unit - 5C01, 5C02, 5C03, 5C04, 5C05, 5C06, 5C07, 5C08, 5C09, 5C10, 5C11, 5C12, 5C13, 5C14)**

For the shoreline between the eastern bank of the River Itchen and the Hook Spit the erosion and flood risk issues have been addressed through the draft River Itchen, Weston, Netley and River Hamble Defence Strategy, which will, following public consultation, determine the final policies and management approaches for this frontage. See Table 13 for final policy options for the Southampton Water Management Area.

The management intention within the River Hamble is to allow the undefended shoreline to continue to evolve naturally within the relatively constrained flood plain and adapt transport networks, land use and footpaths in response to coastal change and sea level rise. Localised works to continue to maintain and improve flood defences along Warsash and Hamble-le-Rice may be required but

would have minimal impact on coastal processes. Hampshire County Council's Bunny Meadows amenity footpath would need to be rerouted or adapted in response to changes in shoreline position and sea level rises. Marine-related industry, for example marinas, boat yards, and Hamble oil terminal will continue to maintain or raise the standard of protection for their defences. The long-term management of flood defences and condition of beach frontages between Netley and the Hamble will be dependent on future land use of currently private and industrial sites.

Continued maintenance of defences fronting Netley Village will afford flood protection to the residential area. If beach recycling and beach management is undertaken between Netley and Weston, amenity beaches may be created, retained and improved, and provide benefits along the length of the frontage as dominant drift direction is from south east to north west along this frontage and reverse the recent trend of beach narrowing and lowering, that has contributed to the deterioration of existing defence structures. Conversely, removal of defences would result in erosion of the low-lying areas of the Royal Victoria Country Park and provide a supply of mixed sand and gravel sediment to the beach. The future management of the defences, line of defence and shoreline at Royal Victoria Country Park will be determined through further detailed studies, which will consider a range of adaptive measures and options for the existing line of defence. Beach management and replenishment may be required at Weston in the long-term to provide flood protection to open space, transport network and residential properties, but would be dependent on sea levels, wave climate conditions and timing and type of works undertaken at Netley.

Maintaining and upgrading flood defences for the developed centres of Southampton City, the port areas, banks of River Itchen and Southampton Waterside will provide significant benefits to the local and regional economy, residential, commercial and industrial areas. However, the extent of residual tidal flood risk is significant for Southampton City and port area, lower Test valley, Marchwood, and Fawley areas (see Figure 14); the rates of shoreline erosion are relatively low within Southampton Water although higher rates are measured along the Netley frontage. These residual flood risks, and those associated with non-maintenance or failure of defences have been highlighted during consultations, but site specific implications need to be determined through more detailed studies and continued engagement and working with landowners, MOD and coastal communities.

Policy Unit Ref	Start of Unit	End of Unit	Final Preferred Policies		
			Epoch 1	Epoch 2	Epoch 3
			0-20yrs	20-50yrs	50-100yrs
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
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

**Table 13.** Summary of final policy options for frontage units for Southampton Water Management Area

To ensure a consistent level of detailed assessments of management options for flood and coastal defences, land use management, river mouth geomorphological evolution, the Action Plan has identified the requirement for flood and coastal erosion risk management strategy studies between River Itchen and Redbridge, and between Test Valley and Calshot to complement the draft River Itchen, Weston, Netley and River Hamble Defence Strategy. A flood and coastal erosion risk management strategy between Portsmouth Harbour

entrance and the mouth of the River Hamble has also been identified in the Action Plan.

**Western Solent (Policy Unit - 5C15, 5C16, 5C17, 5C18, 5C19, 5C20, 5C21, 5C22, 5F01)**

For Hurst Spit, the defence management intention is continued maintenance through beach recycling and replenishment, as detailed through the existing Beach Management Plan, and maintenance of rock structures as appropriate. Although, the exact alignment of the spit is not fixed and may alter in response to changes in coastal process and wave climate conditions. With continued maintenance, Hurst Spit will continue to provide substantial flood protection benefits to the centres of Keyhaven, Pennington, Lymington and Beaulieu, and Lee-on-the-Solent. The continued management of Hurst Spit also provides considerable environmental and amenity benefits that contribute to the local and regional economy. The continued maintenance and improvements to the seawall between Hurst Spit and Lymington and the flood defences along the banks of the Lymington River will also continue to provide significant flood protection to the centres of residential, commercial, heritage and industrial development in and around Keyhaven, Pennington and Lymington along with associated infrastructure, transport network and open space areas. See Table 14 for final policy options for the Western Solent Management Area.

The proposed harbour breakwaters, in the mouth of the estuary, aim to reduce the wave heights within the inner harbour area and reduce the impacts of storm surges entering the river, thereby minimising flood risk from overtopping of flood defences. Despite these measures and upgrades to flood defences, the residual risk of flooding to Lymington from extreme storm surges coincident with increased fluvial flows and surface water run off events would remain.

Alternative techniques for stabilising saltmarsh margins, making beneficial use of dredged sediments and retaining fine grained sediments could be trialled and implemented, which could provide economic, environmental and societal benefits and extend the flood defence function of the saltmarshes, resulting in lower rates of shoreline erosion.

A significantly high proportion of the flood defences between Lymington and Calshot are privately owned and maintained. Landowners have historically considered undertaking any necessary maintenance works as affordable, even where national public funding criteria indicates that works are not economically viable. Further to consultations and discussions with private landowners and stakeholders, the proposed objective-led policy of MR within the Beaulieu River has been changed in the final policy options to HTL with no public funding available, to reflect landowner's intentions to continue to maintain their flood and coastal defences to protect their landholdings, properties and land use assets. This has been the defence management approach historically and is currently the case. However, the long-term management of flood defences at Park Shore will be dependent on future maintenance of private defences within the Beaulieu

River mouth given the risk of flooding to the residential properties along this frontage from both the Solent and Beaulieu River.

The majority of the private land and defence owners between Lymington and Calshot intend to continue to maintain their defences, as they have done historically. It is not the intention of the SMP policies to prevent the continued maintenance of private defences. The intention of the policy aims to allow the undefended shoreline frontages to continue to evolve naturally. Erosion of the largely undefended and undeveloped frontages between Lymington and Calshot will provide a beneficial source and supply of sand and gravel to the foreshore and to low-lying beaches and spits downdrift, at Sowley, Beaulieu and Cadland, thereby reducing the vulnerability of beaches and spits to breaching which would result in increased flood risk to low-lying areas.

The continued provision of the defences owned and maintained by third parties will afford a level of flood protection to individual properties, coastal communities, agricultural land, environmentally important and designated freshwater and coastal grazing marsh habitats, features and functions (e.g. high tide roost sites for wading birds and waterfowl), transport infrastructure and heritage features. However, continued maintenance of these defences will also result in continued loss of inter-tidal habitats through coastal squeeze. The Regional Habitat Creation Programme will secure and deliver these compensation habitat requirements for maintenance of defences on behalf of private owners, Local Authorities and the EA.

However, the extent of residual tidal flood risk is significant between Keyhaven and Lymington, Sowley, Beaulieu River mouth, Lepe and Calshot (see Figure 15). The rates of shoreline erosion between Lymington and Calshot are relatively low but will increase in response to the decline in the natural flood defence function of the saltmarshes within Lymington and Beaulieu estuaries. These residual flood risks, and those associated with non-maintenance or failure of defences have been highlighted during consultations, but site specific implications need to be determined through more detailed studies and continued engagement and working with landowners, MOD and coastal communities. Other impacts and implications associated with failure or non-maintenance of privately owned or MOD defences (i.e. unmanaged realignment) such as changing coastal processes and sediment transport pathways, losses of high grade agricultural land, losses of designated habitats will also need to be appraised.

To ensure a consistent level of detailed assessments of management options for flood and coastal defences, land use management, river mouth geomorphological evolution, the Action Plan has identified the requirement for the conclusion of the Western Solent Coastal Defence Strategy. A flood and coastal erosion risk management strategy study between Test Valley and Calshot has also been identified in the Action Plan. Site specific implications need to be determined through continued engagement and working with landowners and coastal communities.

Policy Unit Ref	Start of Unit	End of Unit	Final Preferred Policies		
			Epoch 1	Epoch 2	Epoch 3
			0-20yrs	20-50yrs	50-100yrs
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

**Table 14.** Summary of final policy options for frontage units for Western Solent Management Area