

**Policy Unit 5C21 Elmer’s Court to Lymington Yacht Haven**

**Summary description of Policy Unit**

This developed frontage comprises the Lymington River and contains significant numbers of residential properties, industrial and commercial assets, marinas, boat yards, moorings and a life boat station. The majority of this frontage has marine-based activities that are defended with seawalls, quay wall and concrete/rock revetments, with the majority of these defences privately owned and maintained, although the Environment Agency also maintain some flood defence assets. Network Rail maintains a length of defence that protects the branch line serving the ferry terminal. The foreshore and surrounding hinterland (but excluding Lymington Town) is within the New Forest National Park. The tidal floodplain is relatively restricted on the east bank due to topography, but the west bank is much more extensive and covers the residential and commercial centre and transport network. There is a cross-Solent ferry service operating from the east bank of the river. There is also a former landfill site east of Bath Road; this reclaimed land is now an amenity open space. The saltmarshes and mudflats in the estuary are within a Local Nature Reserve and Wildlife Trust Reserve. Inter-tidal and transitional freshwater habitats in the estuary and upstream of Bridge Road are of International, European and national nature conservation importance. These and inland areas provide high tide roost sites and support the adjacent and nearby SPA/Ramsar sites. Heritage assets include Conservation Areas, historic and listed buildings, and maritime features. Local issues within the Lymington estuary include proposed schemes for harbour protection, saltmarsh erosion and inter-tidal habitat management.

**Final policy options**

SMP1 Ref  
LYM Hold the Line

| <b>Epoch 1<br/>From Present Day<br/>(up to 2025)</b>                                | <b>Epoch 2<br/>Medium Term<br/>(2025 to 2055)</b> | <b>Epoch 3<br/>Long Term<br/>(2055 to 2105)</b> |
|---|---|---|
| <b>Hold the Line</b><br>with localised Managed Realignment<br>at Lymington Reedbeds | <b>Hold the Line</b>                              | <b>Hold the Line</b>                            |

**Summary of rationale behind final policy options**

The key policy driver for continued maintenance of the line of defence in the Lymington River is to provide flood protection to significant numbers of residential properties, industrial and commercial assets, transport links and infrastructure within Lymington’s developed frontage. Marinas, cross-Solent Ferry Terminal and other waterside developments will also benefit from continued maintenance. The extent of the tidal floodplain is relatively restricted on the east bank of the river due to the topography; however, on the west bank it is much more extensive.

The intention of the regulated tidal exchange option for the Lymington reedbed site, through modifications to the tidal sluice gate operations is to allow the freshwater, reedbed and inter-tidal habitats to migrate upstream in the longer term and to improve standards of protection to properties upstream.

Management of flood defences on the banks of the Lymington River will need to be continued and implemented but should consider implications of other harbour

protection measures that are proposed in short to long-term.

Due to the environmental designations within Western Solent and the Lymington River maintenance of defence structures will result however, in the continued erosion and loss of European and national nature conservation designated habitats such as inter-tidal foreshore habitats, through coastal squeeze. These losses will need to be mitigated within the same designated area or compensated for elsewhere and delivered through the Regional Habitat Creation Programme. Opportunities for habitat mitigation and compensation have been detailed within the Appropriate Assessment of the final policies.

### **Policy changes through Public Consultation**

Localised regulated tidal exchange for the Lymington River reedbed site changed from epoch 3 to epoch 1 to reflect proposed management approach.

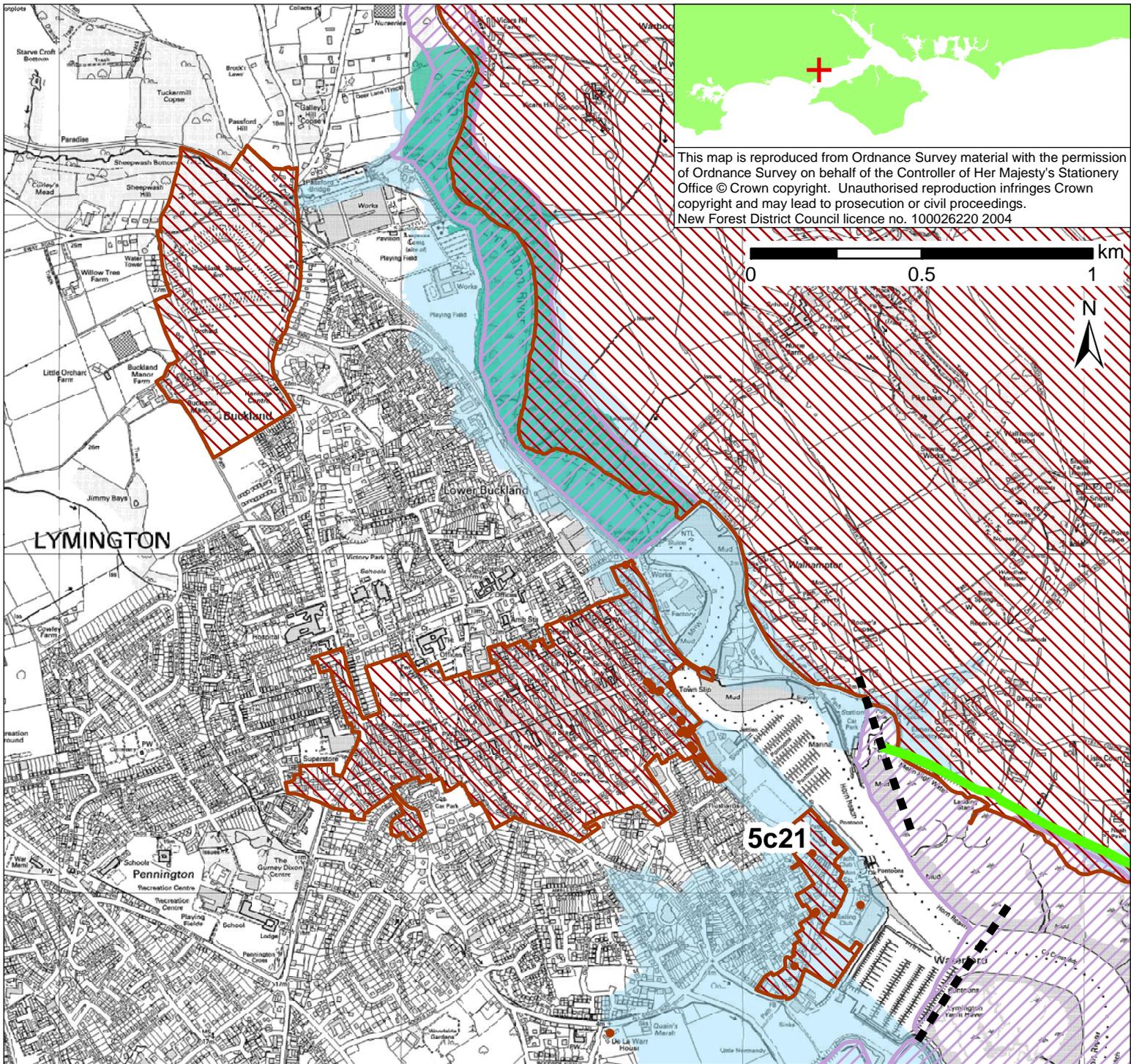
An Information Note for landowners, planners and developers on privately owned coastal defences and coastal planning issues has been produced.

### **Funding**

Central government funding may be secured for identified works and those associated with managed realignment/environmental enhancement. As is currently the case, no public funding would be available for continued maintenance of defences by private owners.

### **Further Studies (identified in Action Plan)**

Conclusion of the Western Solent Coastal Defence Strategy  
Solent-wide network of high tide roost site study



**POLICY**

| From Present Day (up to 2025):  | Medium-Term (2025 to 2055): | Long-Term (2055 to 2105): |
|---|-----------------------------|---------------------------|
| Hold the Line<br>(Localised managed realignment of Lyminster Reedbeds. Location of secondary defences to be determined) | Hold the Line               | Hold the Line             |

- Indicative erosion zone up to 2025
- Indicative erosion zone up to 2055
- Indicative erosion zone up to 2105
- Policy Unit Boundary
- International / National Designations
- Important Heritage Sites
- 2115 Indicative Floodplain (1 in 200 year) provided from PUSH
- Potential Area Considered for Managed Realignment