



LYMINGTON
HARBOUR

STRATEGIC PLAN 2020-2025



Issued 01st October 2019

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INTRODUCTION

Welcome to Lymington Harbour Commissioners (LHC) Strategic Plan for 2020 to 2025.

This document has been produced following a public consultation with stakeholders about LHC's positive vision for the future of Lymington Harbour and its development and management for the next five years and beyond. The plan sets out the strategic and guiding policies and objectives together with timelines for achieving.

Lymington Harbour Commission is a Trust Port and Statutory Harbour Authority. It is governed by an independent Board of ten Commissioners made up of nine non-executive Commissioners and the Chief Executive/Harbour Master. The Board collectively have responsibility for managing the harbour in accordance with our constitution and the government's guidelines for Trust Ports set down in their document, "Ports Good Governance Guidance (March 2018)".

The principles set out in the Ports Good Governance Guidance, together with LHC's Strategic Plan, are key in all decisions taken by the Commissioners on the management and development of the harbour.

Ports Good Governance Guidance states that:

"Trust ports are independent statutory bodies with responsibility to manage, maintain and improve a harbour. Trust ports operate on a commercial basis generally without ongoing public sector financial support but have no shareholders. Surpluses are reinvested in the harbour for the benefit of stakeholders, including harbour users, local communities and government. Trust ports are accountable to those stakeholders".

The guidance also describes a trust port as:

"a valuable asset presently safeguarded by the existing board, whose duty it is to hand it on in the same or better condition to succeeding generations. This remains the ultimate responsibility of the board, and future generations remain the ultimate stakeholder".

Although not an exhaustive list, Ports Good Governance Guidance identifies the following groups as stakeholders or 'beneficiaries' of a trust port:

- Harbour users.
- The local community.
- Local & central government.

- Local economy including local and regional businesses.
- Port employees.
- Related interest groups.

Trust ports must take into account the views of a wide range of stakeholders when considering and establishing their medium to long term objectives.

There are bound to be conflicts of interest from time to time between the differing aspirations of various stakeholder groups. It is the duty of the Commissioners at all times, to strike a balance that fully respects the interests of all stakeholders, not just one group, in the light of objectives of the port, including commercial considerations, and what constitutes the 'common good' for all stakeholders (current and future) and the port itself.



LHC's duties and functions can be broadly defined into three categories as follows:

STATUTORY DUTIES: The Commissioners overriding priority is to deliver our statutory responsibilities and duties including those for ensuring the safety of port users and employees.

MARINE SERVICES: Not a statutory duty or function, but ports are encouraged by the government to deliver services and facilities, whilst not using their

statutory position to commercial advantage. Marine services provide a surplus that assists in funding harbour improvements and stakeholder benefits.

STAKEHOLDER BENEFIT PROJECTS: Not a statutory requirement, but ports are encouraged to deliver projects and services that benefit the port, users and stakeholders. There are a number of ways in which a trust port can do this including:

- Investing in infrastructure, with a longer-term view than might be expected on a purely commercial basis.
- Investing in infrastructure or environmental improvements, to a higher standard or greater extent, bringing quantifiable benefits to stakeholders.
- Undertaking activities that have a lower commercial return than a private sector port

would undertake, but which delivers benefits for stakeholders, such as local communities.

- Providing additional employee training or apprenticeships where this helps develop the local skills base.
- Making charitable contributions or grants to community projects or organisations.

We welcome your views and feedback on this latest edition of our Strategic Plan.

Richard Jenner
Chairman

Ryan Willegers
Harbour Master / Chief Executive



VISION, MISSION STATEMENT & STRATEGIC OBJECTIVES

VISION

To fulfil the potential of the harbour in delivering first-class port facilities and leisure services, whilst being at the heart of the community and a key local economic driver.



MISSION STATEMENT

To provide a first-class service to our customers and stakeholders while providing value for money. Continue to develop the infrastructure and facilities, while maintaining and improving the natural environment through sustainable management and conservation of the harbour.



STRATEGIC OBJECTIVES

1. Continue investment into infrastructure, marine based services and harbour facilities. Produce a Harbour Improvement/Development plan by 2021 in consultation with stakeholders.
2. Manage the harbour income and asset base to support the delivery of statutory duties and strategic objectives to fund harbour improvements and to maintain a sheltered and protected harbour.
3. Improve access to the harbour through developing, promoting, or supporting initiatives that improve awareness of, or increase opportunities to get on the water.
4. Support sustainable and sympathetic development and conservation of the harbour while preserving its character and protecting or enhancing the marine environment.
5. Enable and support the activities of stakeholders including the encouragement of leisure activities, trade and business in the harbour.



GOVERNANCE & REGULATORY

LEAD POLICY

Manage the harbour in an open and accountable manner.

SUPPORTING POLICIES

Ports Good Governance Guidance: Manage the harbour in accordance with the principles from the Department for Transport’s guidance for Trust Ports.

Strategic Plan: Update LHC’s Strategic Plan every 5 years and ensure that it becomes an active working document that underpins LHC’s decisions, activities and objectives.

Objectives: Encourage the fulfilment of all aspects of the Strategic Plan. Monitor and report to Commissioners and stakeholders on annual progress against LHC’s Strategic Plan and objectives.

Open Port Policy: Ensure compliance with ‘open port’ principle.

Regulatory Powers: LHC will maintain and review statutory and constitutional powers to fulfil its statutory duties and strategic objectives.

Statutory Duties and Harbours Regulations: Comply with relevant legislation.

Responsible to Stakeholders: Deliver effective communications including an Annual Report and public meeting.

Stakeholder Engagement: Consult the Lymington Harbour Advisory Group and other stakeholders on significant decisions including harbour plans, policies, and stakeholder benefit proposals.

Financial and Commercial Management: Operate to best value, open, fair and accountable principles, generating a commercially acceptable rate of return from harbour assets and reinvesting surpluses in accordance with Trust Port principles. Set individual business plans and Key Performance Indicators.

OBJECTIVES

Target Date

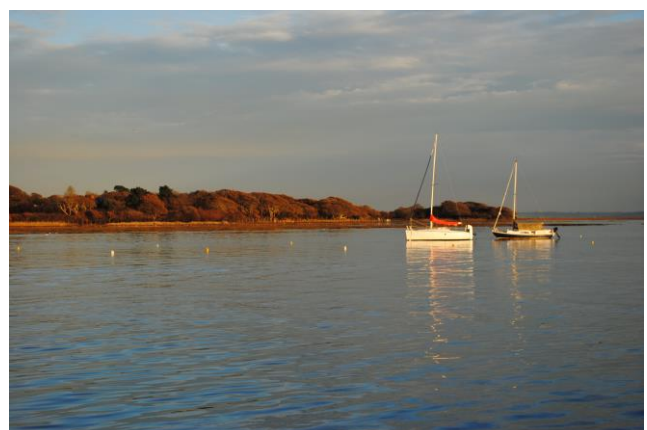
5 Year Strategic Plan Review: Consult and agree LHC’s Strategic Plan for 2025 to 2030. 2024

Regulatory Powers: Review LHC’s statutory and constitutional powers to ensure they remain fit for purpose and report. 2021

Transparency & Accountability: Undertake a periodic review of stakeholder engagement processes to ensure they remain effective and in line with Ports Good Governance Guidance. 2020 & 23

Portfolio Management: Commissioners to take ownership of their respective portfolios and collective responsibility for the compliance with policies and delivery of the overall LHC Strategic Plan. Annual

Reporting: The Commissioners will receive regular Strategic Plan updates and will report annually to stakeholders through the Annual Report and Annual Public Meeting. Annual



SAFETY & SECURITY

LEAD POLICY

Promote a safety-first culture ensuring the highest standards in health and safety for LHC employees and harbour users through operating a safety management system that fully complies with the Port Marine Safety Code.

SUPPORTING POLICIES

Harbour Safety & Security: Deliver harbour safety by compliance with a robust Safety Management System based on formalised risk assessments and the LHC Marine Safety Management Plan.

Health and Safety: Operate marine services in accordance with the LHC Marine Safety Management Plan.

Duty Holders: The Commissioners commit to their collective and individual responsibilities as the 'Duty Holders' for safety by monitoring adherence to LHC's Marine Safety Management Plan.

Accident and Incident Investigation:

Investigate accidents and incidents in accordance with the LHC Marine Safety Management Plan in order to identify causes, learn lessons, and identify safety controls to prevent similar events in the future. Comply with statutory reporting requirements to external agencies.

Legislation: Maintain LHC's General Directions to ensure they are fit for purpose.

Enforcement: Promote, educate and enforce LHC's General Directions in accordance with the published LHC Enforcement Policy to deliver harbour safety.

Consultation: Consult harbour users and stakeholders on matters of safety and security in order to determine LHC's performance and share reports on accidents and marine incidents.

Training: Invest in staff safety training to deliver LHC's safety objectives.

Pilotage: Review the need for Pilotage in accordance with the published LHC Pilotage Policy.

Audit: Determine through assessment and audit that LHC has an effective and appropriate Marine Safety Management System that is compliant with Port Marine Safety Code (PMSC). Appoint a 'Designated Person' to provide independent assurance to the Board (as 'Duty Holder') that LHC's safety management system is compliant with the PMSC.



OBJECTIVES

Target Date

Marine Safety Management Plan: The MSMP to be reviewed annually. LHC Board to ratify plan on an annual basis.	Annual
Local Notice to Mariners: Increase distribution to harbour users.	Annual
Review & Report: Hold three internal Safety meetings annually. Hold one River User Safety Group meeting per year (or as required). Report on marine safety performance in annual report.	Annual
Lost time injuries: Eliminate staff lost time injuries.	Annual
General Directions: Review and report on effectiveness.	2022
Pilotage: Conduct a review of pilotage in accordance with the published pilotage policy.	2020 & 2025
Moorings: Review mooring infrastructure to identify if there are areas where it is desirable to reconfigure to benefit navigation.	2020
Audit: Obtain an independent annual safety audit and report. Report annually on safety incidents.	Annual
Security: Review & report on port security. Where appropriate, make proportionate recommendations for improvement.	2021

PORT & HARBOUR DEVELOPMENT

LEAD POLICY

Promote and deliver sustainable harbour development policies to safeguard existing and support new business, services, investment and employment.

SUPPORTING POLICIES

Marine Sites: Support sustainable retention and development of strategic marine sites including waterfront employment sites. Be aware of, monitor and provide input into all waterside developments that may have an impact on the harbour.

Sheltered Harbour Environment: Extend breakwaters when required to maintain a sheltered harbour.

Marine, Leisure and Eventing: Promote and support investment in facilities and services.

Ferries, Pleasure Boat Trips and other Harbour Transport Services: Support third party investment in cross-Solent and harbour transport services.

Public Access: Support and facilitate where practicable public access to the waterfront.

Infrastructure Maintenance: Maintain and enhance existing assets by reference to infrastructure condition surveys and maintenance reports.



OBJECTIVES

Target Date

Harbour Development Plan: Develop, consult and publish a Harbour Development Plan. 2020-2021

Infrastructure Review: Update the condition survey report of principle assets to include a report on anticipated maintenance expenditure requirements over a ten-year period. 2020 & 2023

Town Quay Washrooms & Quayside: Work in partnership with New Forest District Council (NFDC) and Lymington & Pennington Town Council (L&PTC) on a public consultation to help shape views on LHC/NFDC proposals to redevelop the LHC washrooms and the public toilet facilities and L&PTC proposals to improve the surrounding landscape. Have new washrooms ready for spring 2021. 2020-2021



MARINE SERVICES & BUSINESS DEVELOPMENT

LEAD POLICY

Provide and invest in marine services, facilities and initiatives that are market-led and customer focused, adding long term value to the “harbour offer” in accordance with Trust Port principles.

SUPPORTING POLICIES

Customer Service: Deliver excellence in customer service satisfaction.

Value for Money: Review service offering and price to ensure competitive alignment with the market and deliver a commercially acceptable return based on Trust Port principles and guidance including guidance on ‘Stakeholder Benefit’. Overall, LHC annual mooring facilities are priced at a level that follows directly from the cost of provision, provides for a rate of return to fund existing activities, future projects and a contingency for future events. Prices for visitor moorings reflect the competitive market realities in the Solent for comparable harbour authority facilities and LHC will undertake periodic benchmarking in this regard.

Invest in Staff: Deliver performance and strategic objectives by investment in staff.

Business Review: Regularly review marine services and facilities to ensure they are aligned with market demand and evaluate new opportunities to add value to the “Lymington offer”.

Marketing: Promote LHC’s marine services to harbour users in a manner designed to provide value for money to our customers, promote the overall improvement of the marine services available in Lymington Harbour, and encourage waterborne tourism to the town.

Competition: Be transparent in managing competition between LHC’s marine businesses and stakeholder businesses, in accordance with Ports Good Governance Guidance.

IT Systems: Invest in developing IT systems to improve efficiency in managing the business and enhance the customer experience.



OBJECTIVES

Target Date

Promote Services: Through the implementation of a marketing plan, promote marine facilities, branding and stakeholder benefit opportunities to assist in achieving business objectives. Annual

Improve Services: Implement customer feedback and response policies across LHC’s marine service provision to ensure continual improvement in services provided. Annual

Visitor Destination: Through the implementation of a marketing plan and improved facilities, increase visitor boat stays to the harbour throughout the year. Annual

Partnership Working: Develop existing and generate new partnerships with local businesses to encourage additional boat visits through the provision of ‘added value’. Annual

Improved Access: Increase harbour use and revenues through adopting a proactive approach to developing and promoting alternative ways to access the water. Support and promote access to the water for children and young people. Annual

Stakeholder Benefit: Identify and invest in community/stakeholder benefit initiatives which may not have a commercial return in accordance with Government guidance. Annual

Harbour Moorings: Undertake a strategic evaluation every five years of mooring Infrastructure provision against waiting list and market demand. Report on recommendations to optimise mooring provision having regard to the strategic objective to improve access and changes to navigation requirements. Where applicable, incorporate recommendations into the Harbour Development Plan. 2020 & 2025

IT Investment: Increase investment in online platforms to reduce administration and improve the customer experience. Annual

FINANCIAL MANAGEMENT

LEAD POLICY

Ensure that the commercial and financial management is robust, market-led and enables LHC to deliver its statutory duties, strategic objectives and fund harbour improvements.

SUPPORTING POLICIES

Responsible Financial Management:

Optimise income from LHC's assets and investments. Closely monitor pension deficit applicable to LHC section of Local Government Pension Scheme.

Governance: Ensure transparent reporting.

Performance and Targets: Set and measure financial and operating performance targets and Key Performance Indicators.

Best Value: Operate best practice procurement in line with 'Best Value' principles.

Expenditure Control: Ensure robust control of administration and operating costs.

Borrowing: Ensure that any borrowing is appropriate, in accordance with borrowing powers, and protects LHC's long-term asset base.

Reporting: Prepare statutory audited financial statements and publish on LHC's website.

Allocation of Revenues: Harbour Dues are hypothecated to LHC's statutory duties and may not be used for other purposes. Surpluses from LHC's commercial activities may be used for (among other things), the statutory purpose of Harbour Protection. Overhead costs for both commercial activities and statutory duties are shared and revenues are apportioned accordingly.

Stakeholder Benefit Projects: Consult stakeholders on significant stakeholder dividend projects and disclose in LHC Annual Report.

Investment: Continue investment into marine services, facilities and harbour related assets to deliver strategic objectives and improve the long-term harbour offering in the interests of stakeholders.

Funding: Seek opportunities for the external funding of harbour infrastructure projects through grants and/or commercial ventures.

OBJECTIVES

Target Date

5 Year Budget Plan: Update the rolling five-year budget plan and ten year forecast to ensure financial planning is aligned with delivery of strategic plan objectives. Annual

Reporting and Targets: Develop report benchmarking LHC activities with comparable harbours. Publish benchmarking results and key performance indicators. Annual

External Funding: Seek to identify and develop external funding and commercial sponsorship for community benefit projects. Annual

Audit: Re-tender the LHC external audit contract. 2022

Co-operative Purchasing: Work with other local harbours to explore if there are opportunities to reduce costs through bulk purchase of higher value consumables. Annual



COMMUNICATIONS AND STAKEHOLDER RELATIONS

LEAD POLICY

Ensure LHC effectively uses its communication channels to consult and be accountable to the stakeholders and to promote the harbour and its marine services.

SUPPORTING POLICIES

Statutory and Safety: Ensure effective promulgation of LHC’s Strategic Plan, Annual Report, and all statutory duty communications to harbour users and stakeholders.

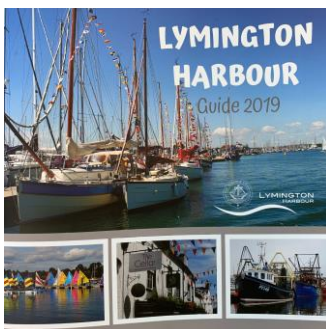
Regular Communications: Maintain and develop LHC’s communications to harbour users, stakeholders, and the media.

IT and Communications Systems: Invest in the development and promotion of LHC’s website and social media channels, IT and communications systems.

Stakeholder Consultation: Facilitate regular consultation through the Lymington Harbour Advisory Group, public meetings, river user and public consultations, and membership of relevant Solent organisations and forums.

Partnership Working: Work in partnership with local business and organisations to effectively promote Lymington Harbour and its marine services and facilities for the long-term benefit of the harbour and its stakeholders.

Stakeholder Benefits: Consult with harbour users and stakeholders on LHC’s stakeholder benefit investments and publish details in the Annual Report.



OBJECTIVES

Target Date

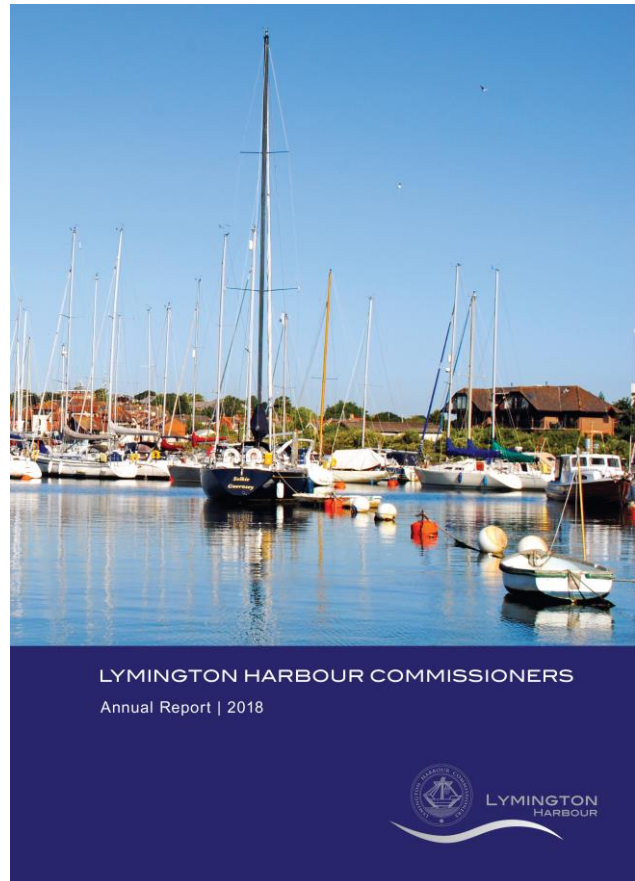
Strategic Plan: Ensure effective and transparent communications with stakeholders on updates to the Strategic Plan. 2024

Advisory Committee: Improve stakeholder awareness of the role of the Lymington Harbour Advisory Group (LHAG). Encourage and support wider stakeholder engagement with LHAG. Annual

Marketing: Work towards a goal of more effective, impactful and measurable communications and marketing of the harbour. Annual

LHC Role in The Community: Through the implementation of a marketing plan, improve awareness of the role LHC plays as custodian of the harbour with regard to the town, tourism, surrounding community and local businesses. Annual

Stakeholder and Media Engagement: Encourage increased take-up and subscription to LHC’s stakeholder E-newsletters, Notices to Mariners and media communications. Annual



ENVIRONMENT

LEAD POLICY

Maintain and improve the natural environment through sustainable management and conservation of the harbour, estuary, and local environment. Actively improve the Harbour's 'green' credentials.

SUPPORTING POLICIES

Natural Habitat: Commit to environmental management and protection of the natural estuary habitat. Fulfil LHC's obligations as a member of the management group of the Solent European Marine Site (SEMS) management scheme.

Dredging Management: Coordinate maintenance dredging activities to maintain a sustainable balance between navigational requirements and natural estuarial features.

Water Quality: Promote the importance of maintaining and improving water quality in the Lymington River estuary.

Saltmarsh Protection: Support the ongoing monitoring of saltmarsh and other natural features of the estuary to maintain a long-term dataset to assist informed management of the saltmarsh and harbour protection planning.

Public Access: Promote and support informed and sustainable access to the harbour and Lymington River estuary.



OBJECTIVES

Target Date

Dredging Management Plan: Maintain a sustainable and cost-efficient dredging management plan underpinned by long-term monitoring. Explore opportunities for beneficial use of dredged sediment both locally and in the wider area through the Solent Forum 'Beneficial Use of Dredging in the Solent' (BUDS) initiative. Annual

Harbour Protection: Every 5 years, review New Forest District Council, Channel Coast Observatory and Environment Agency monitoring of saltmarsh erosion rates in order to inform the timing of future extensions to the rock breakwaters. Continue to explore cost effective opportunities for slowing down marsh erosion through beneficial placement of mud dredged from the river. 2020 & 2025

Water Quality: Encourage the Environment Agency (EA) and Southern Water to meet their statutory responsibilities for river and estuarine water quality. Through provision of appropriate facilities and education, facilitate responsible waste disposal. Identify and implement proportionate initiatives for removal of plastics from the harbour. Annual

Environmental Audit: Undertake an environmental audit of LHC operations and implement an environmental performance action plan. Establish key performance indicators and report annually. 2020 then Annual

Coastal Defence Strategy: Monitor development of the NFDC/EA coastal defence strategy for Lymington. Ensure proposals co-ordinate with LHC strategic objectives. Identify opportunities to increase mooring provision where upgrades to the coastal defences allow. Co-ordinate future slipway development plans with coastal defence requirements. Annual

Wildlife: Continue to explore opportunities to work with the Hampshire Wildlife Trust, Royal Society for the Protection of Birds and Natural England on habitat improvement and management initiatives in the Lymington River estuary. Annual

PERSONNEL MANAGEMENT

LEAD POLICY

Ensure LHC's management culture motivates and empowers its team with the training, skills and ethos to deliver LHC's strategic objectives.

SUPPORTING POLICIES

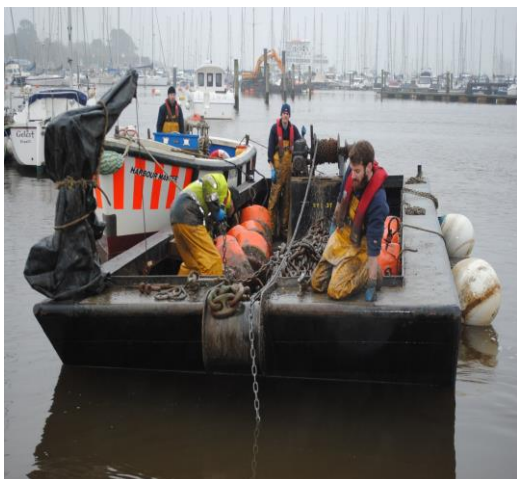
Customer Care: Promote excellence in customer care and awareness.

Good Employer: Ensure LHC staff are rewarded with good and competitive terms and conditions of employment including remuneration and pension.

Investment in Personnel: Invest in staff induction, professional training and development and succession planning.

Internal Communications: Promote positive two-way open communication within the organisation.

Best Practice: Ensure LHC personnel and employment policy adheres to employment law and appropriate practice guidance.



OBJECTIVES

Target Date

Performance Review: Undertake a performance appraisal for all staff and set performance objectives where appropriate.	Annual
Staff Handbook: Develop and implement staff handbook incorporating employment policies and procedures.	2020
Employment Terms & Conditions: Review and update the LHC terms and conditions and reward strategy on a three-year cycle.	2022 & 2025
Apprentice Scheme: Investigate and report on potential options for LHC to participate in an affordable and meaningful apprentice scheme in harbour/marina management to contribute to the local skills base.	2021

APPENDIX 1 – POTENTIAL DEVELOPMENT PROJECTS

PROJECTS IDENTIFIED FOR FURTHER WORK TO DETERMINE INCLUSION IN HARBOUR DEVELOPMENT PLAN. TO BE SUBJECT TO PUBLIC CONSULTATION IN 2020/21

PROJECT	FURTHER INFORMATION AND STATUS FOR INCLUSION IN HARBOUR DEVELOPMENT PLAN (HDP)
<p>Review and redevelop Bath Road slipway and surrounding area with a view to making launching access easier and safer. Explore opportunities for increasing dinghy and small racing keelboat storage</p>	<p>Consultation with Royal Lymington Yacht Club and Lymington Town Sailing Club has confirmed a shared desire to upgrade the slipway to make the shared use between motorised and hand launches safer, possibly through widening the slipway to allow segregation. There is also a desire to make launching and recovery more 'user friendly' and to investigate options for increasing dinghy and small racing keelboat storage.</p> <p>The RNLI has expressed a desire for the steep ramped part of the slipway to extend lower in the tidal frame to improve launching and recovery access in low water conditions.</p> <p>A further factor to consider is the need to integrate any proposals into the coast defence strategy (see below).</p> <p>To achieve this, it will be necessary to look at the whole area holistically as improvements to slipway design and capacity will have implications for the adjacent waterside and landside areas and how they are organised. Most of the adjacent land is not owned or controlled by LHC so changes to shoreside infrastructure will require participation and consent from the relevant organisations.</p> <p>LHC will set up a working group with key stakeholders (Royal Lymington Yacht Club, Lymington Town Sailing Club, Lymington and District Sea Angling Club, Commercial users, RNLI, New Forest District Council and the Environment Agency) to identify options and preferences which can be taken forward for costing.</p> <p>This project will be expensive with no possibility of deriving a commercial return that will allow for payback over the lifespan of a new slipway facility. However, the slipway facilitates a significant part of the access to and activity on the river and so will justifiably fall into the 'stakeholder benefit' category.</p> <p>Together with working group partners (including land owners), LHC will explore options for stakeholder contributions and a joint application for grant funding, possibly through Sport England. It must be noted that to achieve this project within the five-year timeline of this strategic plan period, it will be necessary to secure significant external funding. However, if grant funding cannot be secured then the alternative will be to incorporate the project into the HDP with a longer timeline.</p> <p>STATUS: Confirmed for inclusion in HDP. Set up a project work group with key stakeholders by November 2019. Subject to timely information being available on future flood defence requirements, develop options analysis for costing by October 2020.</p>
<p>Undertake strategic evaluation of mooring infrastructure against waiting list demand, taking account of LHC's strategic objective to improve access to the harbour.</p>	<p>This evaluation will take place in 2020 and every five years thereafter and will also have regard to the safety objective to review mooring areas to identify if there are areas where it is desirable to reconfigure to benefit navigation.</p> <p>STATUS: Arising from this review, any recommendations to revise mooring infrastructure will be incorporated into the HDP.</p>

PROJECT	FURTHER INFORMATION AND STATUS FOR INCLUSION IN HARBOUR DEVELOPMENT PLAN (HDP)
<p>Extend rock breakwaters in response to erosion of saltmarsh</p>	<p>Construction of breakwaters to maintain a sheltered harbour in response to saltmarsh erosion already forms part of a long-term harbour protection strategy that has been the subject of extensive consultation and incorporation into past strategic plans.</p> <p>A 2014 engineering report estimated that the extension of the western breakwater and widening of the existing western breakwater crest (Phase 3) will be required before 2030. The report estimated a projected timeline for implementation requirement between 2024 and 2028. Based on visual observations, it is anticipated that the requirement for extension will be nearer 2028.</p> <p>The 2014 report also estimated that the existing 135m long eastern breakwater which was not completed to its original design length of 170m due to project difficulties related to ground conditions, will not need extending until 2039. However, it may be advantageous to take advantage of mobilisation savings by combining this work with the Phase 3 extension of the western breakwater.</p> <p>Forecasts for establishing the likely construction timelines to preserve acceptable levels of shelter in the harbour will be reviewed and updated in 2020 (and every 5 years thereafter) to take account of the latest monitoring undertaken by the Channel Coast Observatory and New Forest District Council. Reviews will also provide information on how effective beneficial re-use of dredged sediment has been in slowing down localised erosion. An exercise to update the existing cost projections for breakwater construction will be carried out to take account of any revision to construction timelines and the effects of inflation.</p> <p>STATUS: Confirmed for inclusion in HDP. Timing to be subject to updated erosion forecasts.</p>
<p>Replace eastern timber wave screen</p>	<p>The eastern and western timber wave screens provide essential shelter to the inner harbour and the Lymington Yacht Haven marina. Lymington Harbour Commissioners are responsible for maintaining the eastern breakwater and Lymington Yacht Haven are responsible for maintaining the western breakwater.</p> <p>A 2017 infrastructure condition report confirmed the eastern wave screen is in need of replacement by 2021/22.</p> <p>A marine engineer has been appointed to produce a detailed design for the new structure which will need to take account of predictions for sea level rise. A provisional budget estimate of £300k has been provided and factored into financial planning although this will be subject to a more comprehensive costing exercise once a detailed design is completed.</p> <p>STATUS: Confirmed for inclusion in HDP. Current assumption for works to take place in 2021/22.</p>

PROJECT	FURTHER INFORMATION AND STATUS FOR INCLUSION IN HARBOUR DEVELOPMENT PLAN (HDP)
<p>Identify opportunities to improve harbour infrastructure that arise from the New Forest District Council / Environment Agency coastal defence strategy for Lymington.</p>	<p>LHC will monitor development of the New Forest District Council / Environment Agency coastal defence to ensure that proposals co-ordinate with LHC strategic objectives.</p> <p>Any requirement to upgrade coastal defences through sheet piling vulnerable areas of wall may create opportunities to increase or reorganise mooring provision through being able to dredge closer to the shore. Particular areas of interest include the seawall between Lymington Yacht Haven and Royal Lymington Yacht Club and between Royal Lymington Yacht Club and Berthon Boat Company.</p> <p>There will also be a requirement to co-ordinate future slipway development plans with coastal defence requirements.</p> <p>STATUS: Based on discussions with the New Forest District Council Coast Protection Team it is understood that it may be several years before their coast defence strategy firms up on location and design requirements for any sea defence upgrades within Lymington Harbour. Potential schemes will be brought forward for consultation and inclusion within the HDP when they arise.</p>
<p>Commercial Quay Upgrades</p>	<p>Through the Lymington Harbour Advisory Group, LHC has been asked to consider the provision of a small self-operated electric crane for the commercial fisherman to load and unload their catch and equipment from the commercial quay area at Town Quay.</p> <p>LHC has also been asked to consider taking over responsibility for the electrical supply previously installed by Commercial Fishermen and upgrading it. Before proceeding, LHC will consult all fishermen to ensure there is a consensus to investigate both options further.</p> <p>Assuming there is a consensus to proceed, LHC will investigate what is involved with installing an electric crane in that location to identify practical issues such as ground suitability & foundation requirements, location, planning consent requirements, crane specification, safety, user training & certification and cost.</p> <p>With respect to safety, the proposed location is near to a heavily used public space and members of the public frequently ignore signage and stray onto this private commercial area. Very careful consideration will therefore need to be given on how a small crane can be operated safely in this environment.</p> <p>STATUS: Any decision on whether to incorporate this project into the HDP and timing will be taken once the outcome and options arising from this work are known and have been the subject of further consultation.</p>
<p>Explore the option of partnering with Lymington & Pennington Town Council to create a barbeque and picnic area in the Bath Road amenity park area</p>	<p>A barbeque and picnic area will be an attraction that will encourage visiting boats to Lymington. It will also be a useful amenity for resident mooring licence holders and the local community.</p> <p>STATUS: Any decision on whether to incorporate this project into the HDP and timing will be based once the outcome of discussions with Lymington and Pennington Town Council and an indicative scheme and costs are known.</p>