



Directorate of Economy and Environment
Director **Stuart Love**

Isle of Wight Shoreline Management Plan 2

Appendix B Stakeholder Engagement

December 2010

**Coastal Management
Directorate of Economy & Environment, Isle of Wight Council**

Appendix B -Stakeholder Engagement

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B1 Introduction

This appendix outlines the stakeholder consultation strategy for the development of the SMP and details how stakeholder involvement was achieved at each stage of the plan preparation/dissemination.

Three main groups were involved in the SMP development:

1. The Client Steering Group (CSG) including stakeholder representatives;
2. Key Stakeholders Group (KSG);
3. Elected Members (EM);

A **Stakeholder** is defined as a person or organisation with an interest or concern in something. A list of stakeholders for the SMP is provided below.

Stakeholder consultation played an integral role in the development of the shoreline management policies. Public participation and 'how to get involved' were detailed through the SMP website www.coastalwight.gov.uk/smp and advertised in the local press. The stakeholders comprised representatives from groups with local, regional and national interest in addition to local residents, businesses and site specific interests. An extensive Stakeholder list was developed to try to achieve a 'holistic' consultation approach, taking consideration of all interests in the coast.

Stakeholders include:

- Local Authority (Unitary Authority)
- Town Councils
- Parish/Ward Councils
- Major coastal landowners
- Residential Interest Groups
- Commercial interests
- Conservation bodies eg. National Trust, RSPB
- Recreational groups
- Cultural and historic interest groups eg. English Heritage

The full list is included in **Section B2**.

B2 Membership lists of Stakeholders

B2.1 Client Steering Group, including key stakeholder representatives

The development of the SMP has been led by a steering group (called the Client Steering Group or CSG) which comprises representatives from the two operating authorities (voting members) with associate partners and several **key stakeholders** (non-voting members). The operating authorities are the Isle of Wight Council - Coastal Management (Lead authority) and the Environment Agency. The associate partners include Natural England and English Heritage.

Due to the unique nature of the IW SMP with a limited number of Operating Authorities covering a wide area, several key stakeholders were also included as part of the CSG to ensure the information used in the development of the plan was accurate and to provide regular stakeholder input throughout the preparation of SMP2, as follows: Natural Trust (significant coastal landowner); Isle of Wight Council Planning Policy, Ecology and the IW Archaeological Centre; the IW Estuaries Officer (bringing together a partnership including Cowes Harbour Commissioners and Yarmouth Harbour Commissioners); Area of Outstanding Natural Beauty (AONB). Together with the appointed Consultants, Royal Haskoning, the CSG developed SMP2. Further details are provided in Appendix A. A Stakeholder Engagement Strategy was issued to the CSG in November 2008.

B2.2 Elected Members

Due to the Isle of Wight SMP area being represented by single Local Authority which is a Unitary Authority, the Cabinet Member for Environment and Transport of the Isle of Wight Council led involvement of the Isle of Wight Council Cabinet and the Elected Members in the SMP. A presentation was made to Elected Members in the Council Chamber at the commencement of the SMP review process. Regular updates and briefings were provided as the SMP developed, led by the portfolio holder. Briefings on emerging results and proposed policies were made on 9th November 2009, 29th March 2010 and 21st May 2010. The Elected Members were invited to an update and presentation on 19th April 2010. The Regional Flood Defence Committee of the Environment Agency nominated a member to represent it at stakeholder and Elected Member events. The IWC Cabinet was briefed about the Draft SMP on 16th June 2010, prior to the public Consultation; the Delegated Decision to go out to Public Consultation on the proposed policies was taken on 28th June 2010 by the IWC Cabinet Member for Environment and Transport. All Elected Members were invited to comment on the Draft SMP and issued with full information on the consultation by letter in July 2010 and a number of emails from July-Oct. 2010. They were invited to previews at each Consultation Roadshow event to provide opportunities to discuss local issues with the Client Steering Group. Following the close of the public consultation period, all comments were considered and the SMP revised. The Final SMP, with all the public comments and responses appended, was put forward for adoption by the Isle of Wight Council and the Regional Flood Defence Committee in December 2010. The RFDC adopted the plan on 1st December 2010 and the Isle of Wight Council adopted the plan on 8th December 2010. The CSG and the project team (led by the Isle of Wight Council Coastal Management team) provided support and information to the Elected Members.

B2.3 Key Stakeholder Group

The SMP development process has sought involvement from over 270 organisations

or individuals including elected representatives. Principal periods of consultation were conducted in October 2008 and April 2010, with a three-month period of consultation on the draft Plan in summer 2010 (23rd July to 23rd October 2010). In addition, key stakeholders were also involved as part of the CSG throughout the Plan development process.

The Key Stakeholder Group for the Isle of Wight SMP2 comprised representatives from groups with local, regional and national interests in addition to local residents, businesses and site specific interests. An extensive Stakeholder list was developed to try to achieve a 'holistic' consultation approach, taking consideration of all interests in the coast. Stakeholders were consulted, issued with information on publications of the draft and final SMP documents and invited to stakeholder meetings.

In addition to the initial stakeholder list, anyone could register to be a stakeholder throughout the SMP.

Stakeholder events were open to all interested individuals or representatives who wished to attend.

During the initial Stakeholder Engagement stage a letter and questionnaire explaining that the SMP was being reviewed and requesting data and further information was widely distributed along the coast (refer B3 for sample letters and questionnaires). The following table provides a summary list of stakeholders who were contacted at the beginning and invited to stakeholder events (with the addition of range of individuals); however, this has been an ongoing process, with the list extended throughout SMP through the www.coastalwight.gov.uk/smp webpage and local press adverts.

Albion Hotel
Alum Bay Needles Pleasure Park
AONB Unit
Archaeology, Community Services,
Associated British Ports
Association of Town & Parish Councils
Atherfield Bay Holiday Camp
Barton Manor
Bembridge & St Helens Harbour Association Working Group
Bembridge & St Helens Harbour Association
Bembridge Business Association
Bembridge Coast Hotel
Bembridge Harbour Improvements Company
Bembridge Harbour Users' Group
Bembridge Heritage Society
Bembridge Parish Council
Bembridge Sailing Club
Bembridge Village Partnership
Bonchurch Community Association
Brading Haven Yacht Club
Brading Town Council
Brighstone Holiday Centre
Brighstone Parish Council
British Gas - Registered Office
British Geological Survey
British Telecom

Brown's Golf
Buglife - The Invertebrate Conservation Trust
Butterfly Conservation
Calbourne Parish Council
Campaign to Protect Rural England (CPRE)
Chale Parish Council
Channel Coast Observatory
Chine Farm Camping Site
Coastal Protection
Colonnade Land LLP
Conservation & Design
Council For British Archaeology
Country Land & Business Association - IW Branch
Countryside Management Services (UK) Ltd
Cowes Community Partnership
Cowes Corinthian Yacht Club
Cowes Harbour Commission
Cowes Heritage Group
Cowes Town Council
Crown Estate
Cultural & Leisure Services
Department of Environment, Food and Rural Affairs (Defra)
Development Team, Environment & Neighbourhoods
Dinosaur Farm Museum
Dinosaur Isle (Museum of Isle of Wight Geology)
East Cowes Community Partnership
East Cowes Town Council
Engineering Services
English Heritage
English Partnerships
Environment Agency
Farming and Wildlife Advisory Group
Fishbourne Parish Council
Footprint Trust
Forelands Drive Association
Forest Enterprise
Forestry Commission
Forestry Commission - Grants
Fort Albert
Fort Victoria
Freshwater Bay Residents Association
Freshwater Lifeboat
Freshwater Parish Council
Freshwater Village Association
Friends of Hampshire & IW Trust for Maritime
Friends of the Earth
Geological Society for the Isle of Wight
Government Office for the South-East (GOSE)
Grange Farm Caravan & Camping Site
Greenpeace (IW Campaign Group)
Gurnard Parish Council
Gurnard Sailing Club
Gurnard Village Partnership
Hampshire & Wight Trust for Maritime Archaeology

Hampshire & Wight Wildlife Trust
Hampshire County Council
Highways Agency
Historical Association: Isle of Wight Branch
Hovertravel Ltd
IOW Ornithology Group
Island 2000 Trust
Island Harbour Ltd
Island Line
Island Partnership
Island Sailing Club
Isle of Wight Chamber of Commerce
Isle of Wight Gardens Trust
Isle of Wight Industrial & Archaeological Society
Isle of Wight Society
IW Building Preservation Trust
IW Centre for the Coastal Environment
IW Economic Partnership
IW Estuaries Project
IW History Forum
IW Natural History & Archaeological Society
IW Pearl
IW Rural Community Council
IW Tourism
IW Zoo
Lake Community Partnership
Lymington Harbour Commissioners
Managing Agent
Marine Conservation Society
Marine Estate
Maritime & Coastguard Agency
Medina Valley Centre
Ministry of Defence
National Farmers Union
National Federation of Sea Anglers
National Grid
National Trust
Natural England
Nettlestone & Seaview Parish Community Partnership
Nettlestone & Seaview Parish Council
Newchurch Parish Council
Niton & Whitwell Parish Council
Nodes Point Holiday Park
Parking Services
Parks & Countryside Section
Planning Policy
Portsmouth City Council
Public Rights of Way
Quarr Abbey
Queens Harbourmaster
Red Funnel Travel Centre
Regional Action and Involvement South-East
RNLI
Royal Corinthian Yacht Club

Royal Haskoning
Royal London Yacht Club
Royal Solent Yacht Club
Royal Victoria Yacht Club
Royal Yacht Squadron
Royal Yachting Association
RSPB
RSPB - Brading Marshes
Ryde Development Trust
Ryde Management Committee
Sandown Community Partnership
Sandown Town Council
SCOPAC
Scottish and Southern Energy
Seaview Yacht Club Ltd
Shalfleet Parish Council
Shanklin Town Council
Shorwell Parish Council
Solent Coastguard
Solent Forum
Solent Protection Society
South Downs Coastal Group (SDCG)
Southampton City Council
Southampton University
South-East England Development Agency (SEEDA)
South-East England Regional Assembly (SEERA)
Southern Electric - Registered Office
Southern Sea Fisheries Committee
Southern Vectis
Southern Water - Registered Office
St Helens Parish Council
The British Holiday & Home Parks Association
The Cabin Café
The Environment Centre
The Priory Bay Hotel
The Ramblers Association
Thorness Bay Holiday Park
Totland Parish Council
Trinity House
UKSA - Maritime Sailing Academy
Undercliff Glen Caravan Park
Vectis Fishing and Boating Club
Vectis Ventures Ltd
Ventnor Town Council
Waterside Pool
West Wight Community Initiative
West Wight Conservation Group
Whippingham Community Partnership
Whitecliff Bay Holiday Park
Wight Nature Fund
Wight Wildlife
Wightlink Ltd
Woodside Residents Association
Wootton Bridge Village Partnership

Wootton Creek Fairway Association
Wootton Parish Council
Wroxall Parish Council
Yarmouth Coastal Defence Working Group
Yarmouth Harbour Commissioners
Yarmouth Lifeboat Station
Yarmouth Sailing Club
Yarmouth Society
Yarmouth Town Council
Yarmouth Town Trust

All members of the Stakeholder Group were invited to attend a public Meeting on 19th April 2010 in Cowes. In July 2010 all Stakeholders, including all IWC Elected Members, Town and Parish Councils, residents and representatives groups and registered individuals, were invited to comment on the Draft SMP and issued with full information on the consultation by letter and in several emails July-Oct. 2010 sent by the Isle of Wight Council. Town and Parish Councils and Emergency Planners were additionally contacted on two occasions during the 3-month consultation by the Environment Agency using their distribution list for stakeholder work including flood prevention. All registered Stakeholders were invited to Previews at each Consultation Roadshow event to provide opportunities to discuss individual issues with the Client Steering Group in detail. Further information on these activities is provided below. All comments received during the public consultation, and responses to each, are included in Annex 17 of this report.

B3 Stakeholder Engagement and Stakeholder Engagement Materials

Throughout the development of this review we have sought the views of those residents, elected representatives, interest groups, businesses and other organisations that have an interest in or are likely to be affected in some way by shoreline management decisions.

B3.1 Initial Stakeholder Engagement

During the initial Stakeholder Engagement stage in September 2008 a letter and questionnaire explaining that the SMP was being reviewed and requesting data and further information was widely distributed along the coast (as listed in sections B2.2 and B2.3 above; the letter is shown in Annex 1). The consultation received a response rate of approx. 40% and replies were collated and used in the development of SMP2.

Following this initial stakeholder consultation, the baseline work and reports to support policy development were prepared in 2009, and the issues table and the objectives were developed.

B3.2 Continued Stakeholder Engagement

Key stakeholders attended the regular Client Steering Group meetings throughout the Plan development process.

A second round of stakeholder consultation was held at a public meeting in April 2010 in Cowes, Isle of Wight. The Key Stakeholder Group and all Elected Members were invited to attend to discuss issues and objectives. The meeting was attended by approximately 80 people, and was open to anyone who wished to attend. The policy development process used the values for the coast agreed at the meeting and in stakeholder questions and replies to inform the draft policies for the SMP. The invitation letter to this public meeting is shown in Annex 2, attendance list in Annex 3, photos from the event in Annex 4 and presentations from the event in Annex 5.

The Isle of Wight SMP2 Website was designed to inform stakeholders about SMP2, including regular updates made on progress during development of the plan. The website address is www.coastalwight.gov.uk/smp and dedicated e-mail address is smp@iow.gov.uk. Example website pages are shown in Annex 6. As the SMP did not involve a large number of operating authorities and local authorities, the website was aimed at a general public audience. The website contains prominent information about *'Public participation in the SMP process'* and a link from the homepage to click on for stakeholders to find out *"How can I get involved?"*, as well as *'What's new?'* and *'Who's involved?'* sections, for example. Example webpages are provided below. A range of *Frequently Asked Questions* are also provided on the website as follows:

Frequently Asked Questions (FAQs) (www.coastalwight.gov.uk)

[What is a Shoreline Management Plan \(SMP\)?](#)

[Who is preparing the new SMP?](#)

[What's the latest news?](#)

[How can I get involved?](#)

[Why do we need an SMP?](#)

Why are we reviewing the SMP?

When will the new SMP be published?

What is the difference between a Shoreline Management Plan, a Strategy Study and a Scheme?

What Policies are set by the SMP?

How are the Policies set in the SMP chosen?

During the development of the SMP progress was presented to interested groups such as the Solent Forum in March 2009 and September 2010 (see Annex 7).

A selection of press articles published through the development of the SMP are shown in Annex 8.

B3.3 3-month Public Consultation of the Draft Plan and proposed policies, July to October 2010:

The full Draft SMP2 was published in July 2010 for a 3-month consultation period (from 23rd July to 23rd October 2010). The Isle of Wight Council Cabinet was briefed about the Draft SMP on 16th June 2010, prior to the public Consultation; the Delegated Decision to go out to Public Consultation on the proposed policies was taken on 28th June 2010 by the IWC Cabinet Member for Environment and Transport. Letters, summary leaflets, consultation response forms and posters were then sent out to over 300 stakeholders and Elected Members. The SMP consultation was announced in the local media and posters were put up on local noticeboards around the Island. Posters, summary leaflets and consultation response forms were also circulated to the six Tourist Information Centres and 12 Libraries across the Island.

The full draft SMP, summary leaflet and the consultation response forms were available online to view and submit comments at www.coastalwight.gov.uk/smp and via the 'Consultations' homepage of the Isle of Wight Council website www.iwight.com.

In Newport, a full paper copy of the Draft SMP and Appendices were available in Lord Louis Reference Library for 3 months (the IWC's main and central library), accompanied by summary leaflets and consultation response forms.

In Ventnor a full paper copy of the Draft SMP and Appendices, leaflets and forms were on display at the Coastal Visitors Centre for 3 months, where the IWC Coastal Management team were available to answer questions throughout the consultation. In addition to the printed SMP, 20 exhibition panels summarising the SMP were also on display at the Centre in Ventnor throughout the consultation (except for the week they were used in a traveling roadshow). Visitors were requested to phone or email in advance to ensure staff were available to open the display and answer questions whenever visitors wanted to attend.

In addition to these permanent displays, a series of traveling roadshow exhibitions were held around the Isle of Wight as follows (open 2-7pm each day):

- Cowes, Northwood House, Monday 13th September 2010;

- Ryde Castle Hotel, Tuesday 14th September 2010;
- Wootton Bridge Community Centre, Wednesday 16th September 2010;
- Yarmouth Institute, Thursday 17th September 2010;
- Sandown Library, Friday 17th September 2010.

The traveling SMP roadshow did not visit Bembridge in East Wight on this occasion as two separate consultation events had been held in that area recently discussing the same issues as part of the Eastern Yar Flood and Erosion Risk Management Strategy (completed in 2010 led by the Environment Agency with the IW Council; the 3-month public consultation for this Strategy was held in November 2009 to March 2010). The SMP Steering Group therefore concluded that it would be fairer and avoid confusion to visit other key towns instead on this occasion.

- The Summary leaflet including a Summary Map of proposed policies and invited comments is shown in Annex 9.
- Two Advertisement Posters can be found in Annex 10.
- The Consultation Response Form is shown in Annex 11.
- The 20 SMP Exhibition Panels (A1-sized) provided an introduction to the SMP process (8 boards) and a summary of the proposed policies in each area (12 boards). These boards are shown in Annex 12. These panels were also available to view and download from the SMP website throughout the consultation.

The Isle of Wight Council in coordination with the Environment Agency released Press Releases announcing the 3-month public consultation and roadshows on 21st July and 2nd September 2010 (shown in Annex 13).

The public consultation was reported in the IW County Press Newspaper on 30th July 2010 and 10th September 2010 and in One Island Magazine in the May edition and twice in the September edition (see Annex 8). It was also reported in additional local media and online sites including IW Chronicle (22nd July & 2nd September), Ventnor Blog (10th August and 2nd September) and Island Pulse (4th June, 21st July & 1st September). A radio interview on the SMP was aired on Wave 105fm on 23rd July 2010.

Stakeholder involvement: In July 2010 over 300 Stakeholders, including all IWC Elected Members, Town and Parish Councils, residents and representatives groups and registered individuals, were invited to comment on the Draft SMP and issued with full information on the consultation by letter (shown in Annex 14) and in emails sent by the Isle of Wight Council in July (at the start of the consultation), September (prior to the roadshows) and in October (a quick reminder prior to the close of consultation). Town and Parish Councils and Emergency Planning officers were additionally contacted by the Environment Agency by email on two occasions during the 3-month consultation using their own distribution list for stakeholder work including flood prevention. All the Stakeholders were invited to Previews at 1pm at each Consultation Roadshow event to provide opportunities to discuss individual issues with the Client Steering Group in detail.

Additionally, presentations were made to the Solent Forum on 15th September 2010 and Yarmouth Coastal Defence Working Group on 16th September 2010 (see Annex 7).

Further information was requested and supplied to various groups including organisations in Bembridge, Wootton, Woodside, Solent Protection Society, Gurnard Parish Council and Sandown Town Council (who were due to discuss the SMP). Stakeholders circulated the information on the SMP consultation to their members, for example in September in a letter drop to approx. 150 households by the elected representative in the Gurnard area and an announcement in the Sentinel newsletter produced by the Bembridge and St. Helens Harbour Association.

Numbers attending the SMP roadshows: We estimate that in total nearly 200 people attended the events on 13-17th September 2010. We have a register of 176 people attending (not including IWC staff or consultants), plus a number of extra people attended who did not sign-in or sign-in their partners who also attended. The busiest event was in Yarmouth, and also the day in Ryde. The quietest days were in Wootton and Cowes. It was common for people to stay for over an hour and discuss the issues in detail with the Steering Group team.

Photos from the roadshows can be found in Annex 15 (showing the exhibition open in Ryde, and the exhibition boards in Sandown).

Visitors to the roadshows during the public consultation period were asked to add a sticker to a map to mark their location or interest, to build up a picture of the areas of interest. Images of these maps are shown in Annex 16.

CONSULTATION REPORT: All comments received during the public consultation, and responses to each comment (published in November 2010) are shown in the spreadsheet included as Annex 17 of this report.

Annexes

Examples of stakeholder engagement materials are provided in the following Annexes:

- 1. A letter and questionnaire distributed to our Stakeholder List in September 2008.
- 2. Invitation to the SMP2 Public Meeting for key stakeholders and elected members in March 2010.
- 3. Attendance list (based on advance replies) to the Key Stakeholder Group and Elected Member meeting on 19th April 2010, Northwood House, Cowes, Isle of Wight.
- 4. Photos from the Key Stakeholder Group and Elected Member meeting on 19th April 2010, Northwood House, Cowes, Isle of Wight.
- 5. Presentations from the Key Stakeholder Group and Elected Member meeting on 19th April 2010, Northwood House, Cowes, Isle of Wight.
- 6. Example pages from the Isle of Wight SMP2 website.
- 7. -Presentation to the Solent Forum on SMP2 in March 2009.
-Presentation to the Solent Forum on SMP2 on 15th September 2010 by Royal Haskoning on behalf of the IWC and Steering Group, presenting the proposed policies and management intents (nb. similar presentation also made to the Yarmouth Coastal Defence Working Group on 17th September 2010, plus additional interactive GIS mapping of flood risk etc. in the area).
- 8. Selection of press articles on SMP2, published in One Island magazine, distributed inside the Isle of Wight County Press newspaper (which is read regularly by 92% of Islanders aged 15+ (Readership Survey 2007)).
- 9. A 'consultation summary' leaflet distributed from 23rd July 2010 at SMP roadshow exhibitions, through libraries and information centres. This leaflet includes the Summary Policy Map and invites comments.
- 10. Posters (A4 & A3) advertising the roadshow exhibitions and the public consultation, distributed widely from 23rd July 2010 to stakeholders, libraries, notice boards and information centres.
- 11. Consultation Response Form for the public consultation from 23rd July 2010 to 23rd October 2010. Available online, at permanent exhibitions in Newport and Ventnor and at the roadshows in Cowes, Ryde, Wootton, Yarmouth and Sandown.
- 12. 20 A1-display boards used at the roadshow exhibitions (and in Ventnor throughout the consultation); 8 introductory boards, 12 policy summary boards.
- 13. Press Releases by the Isle of Wight Council on the 3-month public Consultation on the Draft SMP in Summer 2010.
- 14. Letter to over 300 Stakeholders and Elected Members announcing the start of the 3-month period of public consultation on the Draft Plan and proposed policies,

July 2010.

- 15. Photos from the Consultation Roadshow in Ryde (14th September 2010) and showing the display boards only at Sandown (17th September 2010)
- 16. Series of Maps showing the location or area of interest of people attending the SMP2 Roadshows and Exhibition in September 2010.
- 17. FULL CONSULTATION REPORT: Spreadsheet containing all public comments received during the 3-month public Consultation on the Draft Plan and proposed policies, with replies to each comment by the Steering Group
- 18. National Quality Review Group (GRG) review.

Annex 1. A letter and questionnaire distributed to our Stakeholder List in September 2008

Our Ref: CM19-CM/CLT
Your Ref:

From **Ms C Marriott**
IW Centre for the Coastal Environment,
Dudley Road, Ventnor, Isle of Wight,
PO38 1EJ

Tel +44 (0)1983 857220
Fax +44 (0)1983 856208
Email smp@iow.gov.uk
Web www.coastalwight.gov.uk/smp/

3 September 2008

«Name»
«Job_Title»
«Company»
«Address_1»«Address_2»
«Address_3»
«Town»
«County»
«Post_Code»

Dear «Name»

ISLE OF WIGHT SHORELINE MANAGEMENT PLAN – ROUND TWO

Following the successful completion of the first Isle of Wight Shoreline Management Plan in 1997, it is now time to review the plan and I am writing to ask if you or your organisation will participate in the consultation for the preparation of the Revised Shoreline Management Plan for the Isle of Wight coast.

The responsibility for management of the coastal defences against erosion and flooding is shared between the Environment Agency and the local Coast Protection Authority, in this case the Isle of Wight Council and the frontage owner. The plan is the means by which these organisations determine the best way to look after the coast in a sustainable way for the next one hundred years. It is prepared using guidelines set down by the Department for the Environment, Food and Rural Affairs which is the government department having responsibility for setting national policy for defence of the coastline.

The plan identifies the main coastal processes – the tidal currents, wave action and movement of beach and seabed materials – that shape the coastline. Through consultation, the various land uses are identified. These include residential and commercial areas, sites of important natural or landscape importance and features, such as the beaches, which might be important for the local tourism economy. Each such area is assessed for its risk from erosion or flooding.

Again, through consultation, the main issues relating to erosion and flood risk, and which affect local communities, are set out. These are compared with what is known about the

coastal processes, the economics of maintaining or providing new defences and the need to seek sustainable methods of managing the coast in the future. From this assessment a number of objectives for the coast are prepared. Another stage for consultation in preparing the plan is to gauge people's reaction to these objectives.

The objectives are then tested against a number of policy options for each section of the coastline within the plan area. The policies to be considered are those defined by the Department for Environment, Food and Rural Affairs. These policies are:

- Hold the existing defence line – by maintaining or changing the standard of protection;
- Advance the existing defence line – by building new defences on the seaward side of the original defences;
- Managed realignment – by allowing the shoreline to move backwards or forwards, with management to control or limit movement;
- No active intervention – where there is no investment in coastal defences or operations.

From this analysis a preferred policy for each length of coast will be proposed and, once again, it will be important to gauge the response from the relevant organisations and the community.

It is likely that you or your organisation will have an interest in the future management of the coast and it is for that reason that I would like to invite you to be a consultee for the plan. I should be grateful if you would complete the enclosed questionnaire, which will provide background information and your early comments on issues that you would like to see being considered by the project team.

Yours faithfully



Claire Marriott
Senior Coastal Scientist

Enc. Questionnaire & SAE.

Questionnaire

ISLE OF WIGHT SHORELINE MANAGEMENT PLAN

Please answer the following questions and return by 31 October 2008 to the Coastal Management Section of the Isle of Wight Council using the enclosed prepaid SAE. Alternatively, a blank version of this form is available online at www.coastalwight.gov.uk/smp/ and can be returned by e-mail to smp@iow.gov.uk

| CONTACT DETAILS | |
|--|--|
| 1. Name of your organisation or business | |
| 2. Address | |
| 3. Name of contact | |
| 4. Position in Organisation | |
| 5. Address if different from 2 above | |
| 6. Telephone No. | |
| 7. Fax No. | |
| 8. E-mail address (if you provide an email address, this will be our preferred method of contact in the future) | |
| 9. Are there any other stakeholders that you would recommend we contact? | |

| COMMENTS | |
|--|--|
| 10. Is your organisation or business affected by the risk of coastal flooding or erosion? If so, please give brief details including any significant historic events. | |
| 11. What are the main issues relating to the way in which the coastline is managed and which you want to see being dealt with in the plan? | |
| 12. What objectives do you have for future management of the coastline? | |
| 13. Do you have any views on the way in which the existing defences have had an impact on the way in which the coastline has developed? | |
| 14. Do you have any views on changes that should be made to the existing coastal defences? What effect do you think this would have? | |
| INFORMATION | |
| Please let me know if you hold information on any of the following aspects, if so, in what format it is held and are you willing to make it available to the Project Team. | |
| 15. A map of your premises, site(s) or showing your area of interest | |
| 16. Local coastal processes | |
| 17. Flooding and erosion events | |
| 18. Design and construction of existing coastal defences | |

| | |
|--|--|
| 19. The natural environment and ecology | |
| 20. The built environment, coastal industries and land use | |
| 21. Ports and harbours | |
| 22. Agriculture | |
| 23. Tourism and amenity usage of the coast | |
| 24. Inshore fisheries | |

Thank you for your time in completing this questionnaire.

Annex 2. Invitation to the SMP2 Public Meeting -Key Stakeholder Group and Elected Member meeting on 19th April 2010, Northwood House, Cowes, Isle of Wight.

From Jenny Jakeways

IW Centre for the Coastal Environment,
Dudley Road, Ventnor, Isle of Wight,
PO38 1EJ

Tel +44 (0)1983 857220

Fax +44 (0)1983 856208

Email smp@iow.gov.uk

Web www.coastalwight.gov.uk/smp

1st April 2010

(To:
Name
Address)

Dear [Name],

ISLE OF WIGHT SHORELINE MANAGEMENT PLAN – REVIEW

-Invitation to a public meeting on Monday 19th April, 3pm, Northwood House, Cowes.

The Isle of Wight Shoreline Management Plan (SMP) is currently being updated, and will set policy for the management of coastal flooding and erosion risks around the Isle of Wight coastline and estuaries. We are writing to invite you to a public meeting to update you on the Shoreline Management Plan review, to explain more about the thinking behind the plan and how it might affect you, your property and key interests.

We are writing to all individuals, representatives and groups with an interest in the shoreline who are stakeholders in the developing plan. Following our initial data gathering from stakeholders in September 2008 and our subsequent work in 2009, we would now like to invite you to a public meeting on Monday 19th April 2010, at 3pm at Northwood House in Cowes. It will provide an opportunity to hear an update on the progress of the new Shoreline Management Plan and will outline plans for public consultation on the Draft Plan in summer 2010. The meeting will include sessions for questions and answers and discussion.

An update on the development of the new SMP: Recent work on the SMP has outlined the natural processes and coastal defence structures that are affecting the changing shoreline and has identified the flood and erosion risks that the Isle of Wight will face in the future if the defences fail. This has included describing what is at risk over the next 100 years, including residential and commercial areas, infrastructure, sites of natural or historic importance and features, such as beaches, which might be important for the local tourism economy. This information has been used to draft objectives which state the important issues that the SMP

intends to support and preserve. The meeting will outline these key issues and objectives for each area of the coast and will provide a chance to discuss these elements of the work. After the meeting, the policies will be developed as part of the Draft SMP and published in summer 2010 for a 3-month period of public consultation (from July to September). The results of the public consultation will then be used to set the final policies and the Final SMP will be completed and adopted in December 2010.

Topics for the Stakeholder meeting on Monday 19th April include:

- The importance of the Shoreline Management Plan for Isle of Wight coastal communities and the work to date;
- The changing coastline of the Isle of Wight and the challenges of coastal erosion and flooding;
- The objectives for managing each section of the coast and the key issues in each of these areas, which will be used to set policies.
- Plans to issue the Draft SMP, including proposed policies, for a three-month period of Public Consultation in July to September 2010.

Please could you contact smp@iow.gov.uk or phone 01983 857220 to confirm if you wish to attend the meeting on 19th April.

We aim to keep you informed of the dates of publication of the SMP documents in July and December 2010. To be kept informed by e-mail please let us know your e-mail address, which will then be our preferred method of updating you.

Further background information on the SMP can be found on the website www.coastalwight.gov.uk (including 'Frequently Asked Questions') and a summary is also provided below.

We look forward to hearing from you.

Yours sincerely,



Jenny Jakeways
Senior Coastal Geomorphologist

Peter Marsden
Principal Coastal Engineer

Continued P.T.O....

The Isle of Wight Shoreline Management Plan –An introduction

About our Shoreline Management Plan:

A Shoreline Management Plan (SMP) sets policy for the management of coastal flooding and erosion risks for a pre-determined length of coast. SMPs are being prepared right around the coastline of England and Wales. It is a non-statutory high level document that provides a broad assessment of the long term risks associated with coastal processes and sea level rise and helps to reduce these risks to people and the developed, historic and natural environment.

The responsibility for management of the coastal defences against erosion and flooding is shared between the Environment Agency and the local Coast Protection Authority, in this case the Isle of Wight Council and the frontage owner.

The first Isle of Wight SMP (SMP1) was produced in 1997. Since then significant progress has been made in understanding and mapping coastal processes. SMP1 was an innovative step forward but it is due for review to ensure full account is taken of latest information, the views of stakeholders and of future challenges.

The review of the Shoreline Management Plan is being led by the Isle of Wight Council and the Environment Agency. The new Plan will be finalised in December 2010.

About the decisions that need to be made:

The Isle of Wight Shoreline Management Plan will set *policy options* for each section of the coastline, as follows:

- *No active intervention* (do nothing) –meaning no investment will be made in coastal defences of other operations other than for safety purposes.
- *Hold the existing line* –which means the coast protection authority or the landowner can keep the line of defence as it is by maintaining existing defences or changing the standard of protection.
- *Advance the line* –involves building new defences on the seaward side of existing defences.
- *Managed realignment* –allows natural physical processes to act on a stretch of shoreline by the removal of existing defences altogether or moving them to higher ground.

The SMP will suggest a preferred policy for each length of coast and it will be important to gauge the response to the proposed policy from the community and from relevant organisations.

Full details and FAQ's can be found on the SMP website

www.coastalwight.gov.uk/smp

Annex 3. Attendance list (based on advance replies) to the Key Stakeholder Group and Elected Member meeting on 19th April 2010, Northwood House, Cowes, Isle of Wight.

Attending (approx. 80 people were at the event):

Barton Manor, East Cowes
Bembridge – St Helens Harbour Association
Bembridge Harbour Trust
Councillor East Cowes
Cowes Harbour Lifeboats
David Frank Associates
Dinosaur Isle (Museum of Isle of Wight Geology)
Elected Member -Cowes Medina Ward
Elected Member -Cowes South and Northwood
Elected Member -Cowes West and Gurnard
Elected Member -Havenstreet, Ashey and Haylands
Elected Member -Ryde West
Elected Member -Ventnor West
Elected Member -West Wight Ward
Elected Member -Whippingham and Osborne & Cabinet Member for Environment and Transport
Environment Agency
Fishbourne Parish Council
Forelands Drive Association
Freshwater Bay Residents' Association
Freshwater Community Initiative (former West Wight Community Initiative)
Freshwater Lifeboat
Gurnard Parish Council
Isle of Wight Gardens Trust
Isle of Wight Heritage Service
IW Friends of the Earth
IWC - Business Performance and Quality Manager
IWC – Coastal Management
IWC – Estuaries Officer
IWC - Transport Policy Manager
IWC –Archaeology Unit
IWC Historic Environment Record Assistant
IWC Parks & Countryside Manager
Lake Parish Council
Medina Valley Centre
Natural England
Needles Park
North Solent Shoreline Management Plan
North Solent SMP2
Postgraduate Researcher, School of Geography, University of Southampton
Ramblers
Representing residents of Grantham Court, Cowes, BSC Management Services
Residents
Rookley Parish Council
RSPB -Brading Marshes Site Manager
Ryde Harbour Master
Seaview Yacht Club - Club Secretary

SEEDA
SMP2 –Royal Haskoning
Solent Protection Society
Solent Protection Society
Southern Regional Flood Defence Committee
Southern Water, Chief Hydrogeologist, IW
Ventnor Town Councillor
Vice-President - Freshwater Lifeboat
Wightlink -Route Manager - Western Solent
Yarmouth Coastal Defence Working Group
Yarmouth Coastal Defence Working Group
Yarmouth Harbour Master

Apologies:

Bembridge & St Helens Harbour Association Working Group
Bembridge Harbour Improvements Company
Brighstone Parish Council
Chale Parish Council
Elected Member -Coves North
Elected Member -Newport North
Elected Member –Shanklin Central
Elected Member –Shanklin South & Leader of the Isle of Wight Council
Forelands Drive Association
IWC Highways & Transport
IWC Planning Policy
IWC Senior Ecology Officer
National Trust
Network Planning Manager, Highways Agency
RSPB
South East England Partnership Board
The Crown Estate
West Wight Conservation Group

Annex 4. Photos from the Key Stakeholder Group and Elected Member meeting on 19th April 2010, Northwood House, Cowes, Isle of Wight.



Annex 5. Presentations from the Key Stakeholder Group and Elected Member meeting on 19th April 2010, Northwood House, Cowes, Isle of Wight.

Peter Marsden, Acting Coastal Manager, Isle of Wight Council:



Shoreline Management Plan 2

Peter Marsden
Principal Coastal Engineer

Topics covered

- What is an SMP
- Why are we updating it now?
- What does this mean for the Isle of Wight?
- Problems facing the Isle of Wight
- Public Consultation in summer 2010

www.coastalwight.gov.uk/smp

What is an SMP?

A Shoreline Management Plan (SMP) is:

- A broad-scale strategic assessment of the flood and erosion risks at the coast
- The SMP sets the highest level policy for flood and erosion risk management

It helps us understand:

- The consequences of allowing natural change to take place
- When current coastal defences may fail and what is at risk
- How shorelines will respond to climate change in the longer term
- How we can reduce risks to people and the developed, historic and natural environments.

It also:

- Allows us to plan for erosion of cliffs and flooding from storms
- It supports decision-making by the Local Authority and Environment Agency
- It informs local strategies and plans

www.coastalwight.gov.uk/smp

Setting policies

The Isle of Wight Shoreline Management Plan will set policy options for each section of the coastline, looking ahead for 100 years to inform effective and sustainable policies. The following policy options are available:

- **No active intervention (do nothing)** – no investment will be made in coastal defences of other operations other than for safety purposes.
- **Hold the existing line** – the coast protection authority or the landowner can keep the line of defence as it is by maintaining existing defences or changing the standard of protection.
- **Advance the line** – involves building new defences on the seaward side of existing defences.
- **Managed realignment** – allows natural physical processes to act on a stretch of shoreline by the removal of existing defences altogether or moving them to higher ground.

www.coastalwight.gov.uk/smp

National Context

This update is national government policy, and Shoreline Management Plans are being updated right around the entire 6000 kilometres of coast in England and Wales. National government policy on coastal risk management is set by the Department for the Environment, Food and Rural Affairs (Defra).

The organisations responsible for coastal risk management on the Isle of Wight (the Operating Authorities) are the **Isle of Wight Council** and the **Environment Agency**.

To demonstrate and achieve effective management of the coast, it is essential that neighbouring authorities with coastal responsibilities, in partnership with other agencies, cooperate to develop integrated sustainable policies, avoiding piecemeal attempts to protect one area at the expense of another.

www.coastalwight.gov.uk/smp

What is the benefit to the Island?

The Isle of Wight Council is required to update the SMP and set sustainable coastal policies to enable access to future funding to reduce coastal risks. It will help secure a sustainable future for our coastal communities and preserve the unique characteristics of the Isle of Wight coast.

www.coastalwight.gov.uk/smp

Why are we updating the SMP?

The first Shoreline Management Plan (SMP1) for the Isle of Wight's coast was published in 1997. It is available for public access at the Coastal Visitors' Centre in Ventnor and Volume 2 is available online. Volume 1 was 'Data Collection and Objective Setting'; Volume 2 was the 'Management Strategy', which presents information for each Management Unit around the Island's coast.

The current shoreline management policies (published in 1997) may no longer be practical or acceptable in the long term. For example:

- predictions of sea level rise due to climate change have increased since the first round of SMPs, and need to be incorporated into the second generation;
- current defences have a limited life and improvements may not be economically, socially, technically or environmentally practical;
- new information on coastal processes may result in changes being necessary to manage future risks.

www.coastalwight.gov.uk/smp

Guidance for updating the SMP

A significant change compared with the first SMP is that we are now required to examine the risks looking ahead for one hundred years, instead of fifty years. This is a long time to look ahead, so Defra and the Environment Agency require coastal issues to be examined over three time epochs – 0-20 years, 20-50 years and 50-100 years.

The SMP provides a 'route map' for the short, medium and long-term for local authorities and other decision makers to move from the present situation towards a more sustainable future – effectively meeting our future needs whilst reducing the reliance on defences where possible.

The SMP2 will include an **action plan** that prioritises what further work is needed to manage coastal risks, and where it will occur. This will form the basis for informing Coastal Defence Strategy Studies and developing flood and erosion risk management Schemes, coastal erosion monitoring and further work on how we can best adapt to change, including linking to the planning system.

www.coastalwight.gov.uk/smp



What is the difference?.....

.....between a Shoreline Management Plan, a Strategy Study and a Scheme?

There are a number of stages that Coast Protection Authorities (such as the Isle of Wight Council) are required to follow to decide how and where coastal risks can be reduced. These enable the authority to seek funding for coastal defence works, where appropriate.

- **Shoreline Management Plan (SMP):** A large-scale plan for the entire Isle of Wight coast. It sets the policies for managing coastal risks.
Output = Identify specific policies to help future management of the coast
- **Coastal Defence Strategy Study:** Produced for each stretch of coast; three on the Isle of Wight. The Strategy identifies appropriate Schemes to put the policies into place, and suggests a co-ordinated programme of work for that stretch of coastline.
Output = Type of scheme (such as seawall), and programme of work required.
- **Scheme:** At a local level a Scheme will then develop and implement a coastal defence proposal for a particular location.
Output = Design of works.

www.coastalwight.gov.uk/smp



Other Strategies



Coastal Defence Strategy Studies are being prepared around the Isle of Wight Coast.

- North-East Coastal Defence Strategy Study, Isle of Wight Council, 2005
- East Yar Flood and Erosion Risk Management Strategy, Isle of Wight, Environment Agency (current)

Once the IW SMP has set policies around the coast, the remaining Strategy Studies will be completed:

- West Wight Coastal Defence Strategy Study, Isle of Wight Council
- Sandown Bay and Undercliff Coastal Defence Strategy Study, Isle of Wight Council

www.coastalwight.gov.uk/smp



Problems Facing the Island



Flooding in Newport, March 2008 (Photograph by D.Moore).

www.coastalwight.gov.uk/smp



Problems Facing the Island

Flooding in Yarmouth, March 2008 (Photograph by D.Moore).



Flooding in Cowes, March 2008 (Photograph by EA).

www.coastalwight.gov.uk/smp



Problems Facing the Island



Storm waves at Yaverland in March 2008 (Photograph by T.Price)

www.coastalwight.gov.uk/smp



Problems Facing the Island

Erosion at Horestone Point, February 2009
Whitecliff Bay rockfall, May 2007



www.coastalwight.gov.uk/smp



Problems Facing the Island



Landsliding at Castlehaven (part of the Ventnor Undercliff landslide complex)
Cliff fall at Shanklin

www.coastalwight.gov.uk/smp



Steering Group

The Client Steering Group is responsible for the management, development and adoption of the new SMP, comprising of representatives from the **operating authorities**, neighbouring SMPs (North Solent SMP), statutory authorities and key interest organisations:

- Coastal Management, Isle of Wight Council
- Environment Agency (also providing a link to the North Solent SMP)
- Natural England
- Planning Services, Isle of Wight Council
- Countryside Section, Isle of Wight Council
- Estuaries Officer, Isle of Wight Council
- English Heritage
- National Trust
- Area of Outstanding Natural Beauty

The consultants appointed to help deliver the plan are Royal Haskoning

www.coastalwight.gov.uk/smp



Participation in the process...

A **Stakeholder** is defined as a person or organisation with an interest or concern in the SMP or the Isle of Wight coast. Stakeholders include:-

- **Elected Members:** Town and Parish Councils
- Statutory organisations (including Natural England, the Environment Agency, English Heritage and the Countryside Agency)
- Residents and businesses
- Major coastal landowners
- Sectoral interest groups

Being involved provides opportunities to:

- contribute your knowledge and experiences (including questionnaire circulated in late 2006)
- more fully understand the issues involved, arising from the best available science and research;
- raise awareness of the constraints and framework the operating authorities are working within;
- understand the process and reasons supporting the selection of the preferred policies;
- understand the implications of the sometimes difficult decisions that may need to be taken;
- to understand and contribute to the decision making process.

www.coastalwight.gov.uk/smp



Progress to date

Stages 1-3 (of 6):

Stage 1: Scope the SMP


- Identify and contact stakeholders
- data collation and additional investigations

Stage 2: Assessment to support policy development


- develop baseline scenarios
- strategic environmental assessment

Stage 3: Policy development

- preferred scenario identification
- draft SMP document preparation



www.coastalwight.gov.uk/smp



What Lies Ahead

Stages 4-6 (of 6)

Stage 4: Public consultation


- gain approval in principle
- public consultation

Stage 5: Finalise Plan


- develop action plan
- finalise SMP document
- adoption of the SMP

Stage 6: Plan dissemination

- publicise SMP
- implementation of the plan



www.coastalwight.gov.uk/smp



Public Consultation

- The Draft SMP will be issued for a 3-month period of public consultation in Summer 2010.
- It will include proposed policies, maps of coastal flood and erosion risks, description of all the features at risk along the coast, etc.
- In July, August and September 2010.
- The SMP will be freely available, and all the documents will be available to download in electronic form. Paper copies will also be provided to view at key IW Council buildings.
- 1 week 'roadshow' of meetings around the IW.
- All comments received will feed into the Final SMP, due for completion in December 2010.

www.coastalwight.gov.uk/smp




For further information & FAQ visit:

www.coastalwight.gov.uk/smp



Greg Guthrie and Dr. Elizabeth Jolley, Royal Haskoning:

Isle of Wight SMP2 Key Stakeholder Meeting

ROYAL HASKONING

Partnership:

- Isle of Wight Council, Environment Agency, Natural England, National Trust
- Statutory consultees for SEA and HRA
- Other important stakeholders



thinking in all dimensions

Isle of Wight SMP2 Key Stakeholder Meeting

ROYAL HASKONING

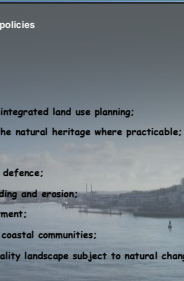


thinking in all dimensions

Objectives:

ROYAL HASKONING

1. SMP is a **plan**, not just a series of policies
2. High level generic objectives:
 - Contribute to a sustainable and integrated land use planning;
 - Avoid damage to, and enhance the natural heritage where practicable;
 - Support the cultural heritage;
 - Reduce and minimise reliance on defence;
 - Protect people's home from flooding and erosion;
 - Protect opportunities for employment;
 - Support adaptation by the local coastal communities;
 - Maintain or enhance the high quality landscape subject to natural change

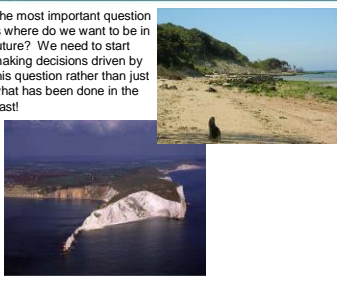


thinking in all dimensions

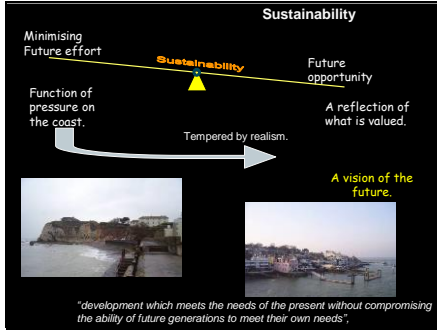
Overview

ROYAL HASKONING

The most important question is where do we want to be in future? We need to start making decisions driven by this question rather than just what has been done in the past!



thinking in all dimensions



SMP1 – 50 years
Can we?
Driven by the past.

SMP2 – 100 years
Should we?
Driven by where we want to be in the future.

Epoch 1 - short term (20 years)
Epoch 2 - medium term (50 years)
Epoch 3 - long term (100 years)

Developing a plan.
Evolving management.

SMP – key drivers

1. Maintaining the sustainable economic viability of key areas
2. Protecting properties & people from flood and erosion risk
3. Maintaining exposure of the geologically designated cliff line
4. Ensuring avoidance of any net loss of species or habitats
5. Reduce and minimising reliance on defence

thinking in all dimensions

Consideration of Alternative High Level Management Scenarios

Some examples....

- i) Eastern and Western Yar
- ii) Long term economic centres on the Isle of Wight
- iii) Importance of transportation links with the main land
- iv) Identification of critical habitats and landscapes
- v) Strategic position of the IoW for the south coast of England
- vi) Medium and long term investment into areas with coastal erosion vs. land sliding issues

thinking in all dimensions

Policy Development Zones

thinking in all dimensions

Policy Development Zone 6

PDZ6 – West Wight

thinking in all dimensions

Policy Development Zone 6

PDZ6 – West Wight

thinking in all dimensions

Policy Development Zone 7

PDZ7 –North-west Coastline

thinking in all dimensions

Policy Development Zone 1

PDZ1 – Cowes and the Medina Estuary

thinking in all dimensions

Policy Development Zone 2

PDZ2 – Ryde and the North-east Coastline

thinking in all dimensions

Policy Development Zone 3

ROYAL HASKONING

PDZ3 – Bembridge and Sandown Bay

thinking in all dimensions

Policy Development Zone 4

ROYAL HASKONING

PDZ4 – Ventnor and the Undercliff

thinking in all dimensions

Policy Development Zone 5

ROYAL HASKONING

PDZ5 – South-west Coastline

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Strategic Environmental Assessment (SEA)

ROYAL HASKONING

Aim: Provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation of the SMP2 with a view of promoting sustainable development.

- Human Population, Communities and Health
- Land Use, Infrastructure and Material Assets
- Water Quality and Resources
- Biodiversity, Habitats and Species
- Coastal Landscapes
- Cultural Heritage
- Geology and Soils

thinking in all dimensions

Habitats Regulations Assessment (HRA)

ROYAL HASKONING

Aim: Assess the likely significant effects of the SMP2 on the integrity of European Designated sites.

thinking in all dimensions

Water Framework Assessment (WFD)

ROYAL HASKONING

Aim: To assess how the SMP2 will affect the objectives of the Water Framework Directive, which aims to maintain and improve water quality of coastal, estuarine, freshwater and groundwater bodies.

thinking in all dimensions

Questions and Discussions

ROYAL HASKONING

thinking in all dimensions

Annex 6. Example pages from the Isle of Wight SMP2 website (www.coastalwight.gov.uk)

| | | | | |
|---------------------------|--|------|----------|----------|
| Tuesday, October 26, 2010 | | HOME | ABOUT US | CONTACTS |
|---------------------------|--|------|----------|----------|

Isle of Wight Shoreline Management Plan

2008-2010 review
Isle of Wight Centre for the Coastal Environment
Isle of Wight Council



| | |
|----------------------------|--|
| SMP Homepage | You are here: Coastal Home > SMP Homepage |
| What's new | <h3>Isle of Wight Shoreline Management Plan</h3> <h4>Welcome</h4> <p>The Isle of Wight Council is updating the Shoreline Management Plan (SMP) for the 110km coastline of the Isle of Wight, reviewing the original plan published in 1997. The process will involve public participation as the plan develops in 2009 and 2010.</p> <p style="color: red; font-weight: bold; text-align: center;">New!</p> <p style="color: green; font-weight: bold; text-align: center;">Consultation on the policies proposed in the Draft SMP is open until 23rd October:</p> <p>The Roadshow of public exhibitions visited Cowes, Ryde, Wootton, Yarmouth and Sandown on 13-17th September, and has now returned to Ventnor until 23rd October. Please click here for more details. The exhibition summarises the proposed policies for each area of the Isle of Wight - Please click here to view the exhibition panels online.</p> <p>The Draft SMP was published on 23rd July for a 3-month period of public consultation, open until 23rd October 2010. We want to hear from you. -Please click here for more details and to submit your comments.</p> <p>The Isle of Wight coast will change over the next 100 years due the impacts of marine erosion, ground instability and flooding by the sea. Current levels of risk are likely to increase through greater human activity and development in coastal areas and as a result of the predicted impacts of climate change. Responsibility for management of the Island's coastal defences against erosion and sea flooding is shared between the Isle of Wight Council and the Environment Agency. The Shoreline Management Plan is the means by which these organisations determine the best way to look after the coast in a sustainable way for the next 100 years. It is prepared using guidelines set down by Defra, the Government Department with responsibility for setting national policy for defence of the coastline.</p> <p>What is a Shoreline Management Plan (SMP)? What's the latest news? How can I get involved?</p> <p>Residents and interested organisations can register for updates to find out about the detailed proposals, talk to the people involved and contribute their views to decision-making process.</p> |
| Who's involved | |
| About the SMP | |
| Our coastline | |
| Public participation | |
| Linked Projects | |
| FAQ | |
| Contacts & Links | |
| Draft SMP July 2010 | |
| Public Consultation | |
| SMP Publications | |
| Summary Leaflet | |
| Contents of the SMP | |
| Main Document | |
| Appendices | |
| Glossary | |
| Updates after publication | |

Isle of Wight Centre for the Coastal Environment, Isle of Wight Council
 Dudley Road, Ventnor, Isle of Wight, PO38 1EJ. Tel. 01983 857220. E-mail: coast@iow.gov.uk
 Isle of Wight Council, County Hall, High Street, Newport, Isle of Wight, PO30 1UD, UK



Isle of Wight Shoreline Management Plan

2008-2010 review
Isle of Wight Centre for the Coastal Environment
Isle of Wight Council



SMP Homepage

You are here: [Coastal Home](#) > [SMP Homepage](#) > [Public Participation](#)

[What's new](#)

[Who's involved](#)

[About the SMP](#)

[Our coastline](#)

[Public participation](#)

[Linked Projects](#)

[FAQ](#)

[Contacts & Links](#)

Public participation in the SMP process

It is essential that the revised Shoreline Management Plan (SMP) adequately deals with the issues and concerns of the communities, businesses and organisations with an interest in this part of the coast.

Local residents and organisations are being invited to feed information into the process and comment on the draft policies and their likely consequences. The adopted policies should take account of all the comments received.

[Latest News](#)

[What is a Stakeholder?](#)

[I want to register as a Stakeholder](#)

SMP Publications

[Summary Leaflet](#)

[Contents of the SMP](#)

[Main Document](#)

[Appendices](#)

[Glossary](#)

[Updates after publication](#)

Latest News

1st April 2010

Invitation to a public meeting for stakeholders on Monday 19th April 2010, 3pm, Northwood House, Cowes.

Please contact smp@iow.gov.uk or phone 01983 857220 if you wish to attend this meeting on 19th April. Thank you.

The Isle of Wight Shoreline Management Plan (SMP) is currently being updated, and will set policy for the management of coastal flooding and erosion risks around the Isle of Wight coastline and estuaries. We are writing to invite all [stakeholders](#) to a public meeting to provide an update on the Shoreline Management Plan review, to explain more about the thinking behind the plan and how it might affect you, your property and key interests.

We are writing to all representatives, groups and registered individuals with an interest in the


Annex .7. Presentation to the Solent Forum on SMP2 in March 2009

Isle of Wight Shoreline Management Plan 2

Jenny Jakeways
Coastal Management, Isle of Wight Council



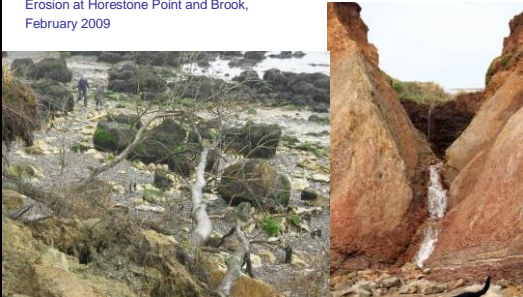
Preparing shoreline plans



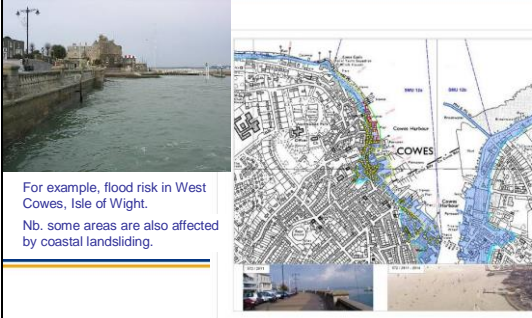
- The Isle of Wight Council is updating the **Shoreline Management Plan (SMP2)** for the 110km coastline of the Isle of Wight, reviewing the original plan published in 1997. The process will involve **public participation** as the plan develops in 2009 and 2010.
- Due to the current legislative and funding arrangements, climate change and environmental considerations, it may not be possible to protect, or continue to defend, some land and property from flooding or erosion.

Coastal Erosion...

Erosion at Horestone Point and Brook, February 2009



Flood Risk



For example, flood risk in West Cowes, Isle of Wight.
Nb. some areas are also affected by coastal landsliding.

Cliff Stability & Landsliding...

Cliff fall behind Shanklin Beach Hotel in 2001

Undercliff Drive road failure, Niton, May 2001

Whitecliff Bay rockfall, May 2007




Increasing impacts of climate change...

Figures from UKCIP02 – UKCIP09 awaited!

- Temperature increase 2° to 3.5°C
- Winter rainfall increase 20-30%
- Summer rainfall - 50%
- Summer soil moisture decrease 40%
- Sea level in SE increase 26cm to 86cm
- Extreme sea level 10 to 20 times more frequent

Storm waves at Yaverland in May 2008 (copyright T.Price)



Coastal policy, delivery and funding

- The Department for Environment, Food and Rural Affairs (Defra) has **policy** responsibility for flood and coastal defence in England. However, **delivery** is the responsibility of a number of flood and coastal defence 'Operating Authorities'.
- In the case of the Isle of Wight coast, the Operating Authorities are the **Isle of Wight Council (coastal erosion)** and the **Environment Agency (sea flooding)**.
- Since Spring 2008 the Environment Agency (EA) has a new 'strategic overview' of coastal protection. Under the new arrangements the Environment Agency are the lead for all sea flooding. Local Authorities remain the lead for coastal erosion, but under the Environment Agency's overview role.
- The EA allocate all flood and coastal erosion risk management capital funding, and they review and approve Shoreline Management Plans on behalf of Defra.
- The Isle of Wight Council is leading development of SMP2, working with the EA.



An SMP2 for the Isle of Wight

- A **Shoreline Management Plan (SMP)** is a broad assessment of the long-term risks associated with coastal processes. The document identifies and recommends strategic and sustainable coastal defence policy options for particular lengths of coast to reduce these risks to people, the developed and natural environments.
- The SMP decides the best way to look after each section of coast in a sustainable way, minimising adverse impacts on adjacent frontages. It is prepared using guidelines set down by Defra.
- The SMP determines the natural forces which are shaping the shoreline to assess how it is likely to change over the next 100 years, taking account of the condition of existing defences and the predicted impacts of climate change.
- The SMP develops **policies** outlining how the shoreline should be managed in the future, balancing the scale of the risks with the social, environmental and financial costs involved.



Why are we reviewing the SMP?

- The Isle of Wight Council is required to update the SMP and set sustainable coastal policies to enable access to future funding to reduce coastal risks.
- The first Isle of Wight Coast SMP was completed in 1997. This update is national government policy for England & Wales, to take account of new information collected and changing circumstances.
- We are now required to look ahead for 100 years, instead of 50 years.
- Risks are examined over three epochs: 0-20, 20-50 & 50-100 years.
- The review requires better consideration of long-term coastal evolution, more emphasis on links with the planning framework, frequent opportunities for stakeholders to contribute, further assessment of effects on the environment and consideration of the predicted impacts of climate change.



What is the difference?.....

.....between a Shoreline Management Plan, a Strategy Study and a Scheme?

There are a number of stages that Coast Protection Authorities (such as the Isle of Wight Council) are required to follow to decide how and where coastal risks can be reduced. These enable the authority to seek funding for coastal defence works, where appropriate.

- **Shoreline Management Plan (SMP):** A large-scale plan for the entire Isle of Wight coast. It sets the policies for managing coastal risks.
Output = Policies.
- **Coastal Defence Strategy Study:** Produced for each stretch of coast; three on the Isle of Wight. The Strategy identifies appropriate Schemes to put the policies into place, and suggests a co-ordinated programme of work for that stretch of coastline.
Output = Type of scheme (such as seawall), and programme of work required.
- **Scheme:** At a local level a Scheme will then develop and implement a coastal defence proposal for a particular location.
Output = Design of works.



Who is developing SMP2?

Steering Group:

The Steering Group is responsible for the management, development and adoption of the new SMP, comprising representatives from the operating authorities, neighbouring SMPs, statutory authorities and key interest organisations.

- Isle of Wight Centre for the Coastal Environment, Isle of Wight Council
- Environment Agency (also providing a link to the North Solent SMP)
- Natural England
- Planning Services, Isle of Wight Council
- Countryside Section, Isle of Wight Council
- Estuaries Officer, Isle of Wight Council
- Isle of Wight Archaeology and Historic Environment Service, Isle of Wight Council
- Area of Outstanding Natural Beauty, Isle of Wight Council
- National Trust
- Crown Estate



What Policies are set by the SMP?

- The coastline is sub-divided into *Policy Units*, based on natural sediment movements and coastal processes, rather than administrative boundaries.
- For each policy unit four coastal defence options will be considered.
- Policies will be set for three time epochs: 0-20 years, 20-50 years & 50-100 years.

Hold the existing defence line by maintaining or changing the standard of protection (including rebuilding seawalls, beach recharge, offshore breakwaters etc.).

Advance the existing defence line by building new defences on the seaward side of the original defences (only applicable for significant land reclamation)

Managed realignment by allowing the shoreline to move backwards or forwards, with management to control or limit the movement (e.g. reducing erosion or building new defences further inland)

No active intervention, where there is no investment in coastal defences or operations



Isle of Wight SMP2 current status:

March 2009:

- The Isle of Wight SMP2 is programmed to be completed and submitted to EA in late spring 2010.
- The team are currently working on SMP2 and are preparing the assessments that support policy development. Policies will be discussed and drafted through 2009, involving public consultation.
- The following is a brief summary of the tasks and timetable the Isle of Wight SMP2 is following:



2008 work programme

In 2008 the Steering Group worked on Stages 1 & 2 of the Isle of Wight SMP review, including gathering data and updating information on:-

- condition of coastal defences,
- coastal processes and sediment movements,
- climate change
- estuaries (to be continued)
- heritage
- potential stakeholders/consultees
- environmental designations and initiate Appropriate Assessment
- set up mapping

We also undertook the first stages of stakeholder involvement:-


- 1st round of public consultation and gathering new information
- Website launch & articles published in One Island.



Spring 2009 work programme

The Isle of Wight Council and the Steering Group are continuing work on Stage 2 of the Isle of Wight Shoreline Management Plan review, including:

- assessing consultation responses
- assessing the residual life of existing coastal defences
- mapping likely future coastal change (flood & erosion risks)
- describing the consequences of not intervening further and allowing natural change to occur, and identifying whether present management practices may become insufficient (Baseline Scenarios)
- heritage review
- identifying the features that are at risk in the coastal zone and issues that could influence policy development (including integrating consultation responses)
- beginning the process of assessing whether the SMP is likely to have a significant impact on the integrity of European sites (the Natura 2000 network), in line with the Habitats Directive



Future work programme

- Defining and agreeing the Objectives, and preparing the Appropriate Assessment
- Ongoing preparation of Appendices and the Draft Plan
- Stage 3 Policy Development is planned for Summer 2009 (including identifying policy drivers, policy options, preferred scenarios and socio-economic assessment)
- Stage 4 Public Examination of the Draft Plan in late Autumn 2009
- Finalisation of the plan & preparation of the Action Plan in Winter 2009-10



How can I get involved?

- The Isle of Wight Council have contacted over 260 organisations and representatives with an interest in the Isle of Wight coastline to inform them about the update of the SMP and seek their information and views. These Stakeholders will be updated regularly as the plan develops in 2009 and 2010.
- A summary list of the organisations contacted can be found here www.coastalwight.gov.uk/smp/stakeholders.htm
- Residents and other organisations can also register as Stakeholders to receive updates.
- We've completed the first round of public consultation, which had a response rate of nearly 40%. Responses have been collated and are currently being assessed.
- All Stakeholders will be informed about the detailed draft proposals and notified of opportunities to talk to the people involved and contribute their views to decision-making process. More information for Stakeholders on the website.





Isle of Wight SMP2 website...

- www.coastalwight.gov.uk/smp
- Includes 'FAQ' & 'What's new' updates...
- The website is targeted towards the general public and interested organisations, who will be the main users, as we don't have dozens of Operating Authorities involved.




Linked Projects include

- Isle of Wight Shoreline Management Plan 1, 1997
- North-East Coastal Defence Strategy Study, Isle of Wight, 2005
- West Wight Coastal Defence Strategy Study, Isle of Wight (in production)
- Sandown Bay and Undercliff Coastal Defence Strategy Study, Isle of Wight (in production)
- East Yar Fluvial and Coastal Strategy, Isle of Wight (in production)
- The Island Plan (Local Development Framework) and Strategic Flood Risk Assessment (SFRA) for the Isle of Wight
- Isle of Wight Estuaries Project
- Catchment Flood Management Plan, Isle of Wight (in production)
- North Solent Shoreline Management Plan 2 (in production)
- South-east Strategic Regional Coastal Monitoring Programme



When will the new SMP be published?

- Updates will be posted on the SMP website www.coastalwight.gov.uk/smp
- A Draft Plan will be published in late 2009, with a 3-month public consultation period opening for comments. The draft policies will then be revised and finalised.
- Full documents will be posted on the website when the Final Plan is published in summer 2010.
- The SMP will be freely available, and all the documents will be available to download in electronic form. Paper copies and summary leaflets will also be provided at key IW Council buildings.
- The content and layout of the SMP follows guidelines set out by Defra, the national government department responsible for flood and coastal erosion risk management.



For more information, or to register as a Stakeholder:

E-mail: smp@iow.gov.uk Website: www.coastalwight.gov.uk/smp



www.iowight.com

Presentation to the Solent Forum on SMP2 on 15th September 2010 by Royal Haskoning on behalf of the IWC and Steering Group, presenting the proposed policies and management intents (nb. similar presentation also made to the Yarmouth Coastal Defence Working Group on 17th September 2010, plus additional interactive GIS mapping of flood risk etc. in the area).

Isle of Wight SMP2

ROYAL HASKONING

Partnership:

- Isle of Wight Council, Environment Agency, Natural England, National Trust
- Statutory consultees for SEA and HRA
- Other stakeholders

Isle of Wight SMP2

ROYAL HASKONING

Management of the coast is complex

The focus of the SMP is on coastal defence

- what may be technically achieved
- what may be sustained
- what may be realistically afforded
- what is legally acceptable

There are conflicting issues. There are objectives that cannot be delivered.

archaeology, environment, geomorphology, geology, coastal processes, quality of life, ecology, fishing, sustainability, erosion, demographics, topography, transport, stage, on, by

Isle of Wight SMP2

ROYAL HASKONING

Sustainable Management of the Coast

Spatial Planning

"Yesterday is not ours to recover, but tomorrow is ours to win or to lose"

Transparency of outcome

Local management policy

Understanding of local needs

Opportunity as well as risk management

Coherent approach to management of the shoreline

National policy

Awareness of interactions

High level assessment of risk

Consistency, Transparency of process, Large scale

Empathy at a local scale

Isle of Wight SMP2

ROYAL HASKONING

SMP1 – 50 years

Can we?

Driven by the past.

SMP2 – 100 years

Should we?

Driven by where we want to be in the future.

Epoch 1 – short term (20 years)

Epoch 2 – medium term (50 years)

Epoch 3 – long term (100 years)

Existing issues

Driving down no dead ends

Isle of Wight SMP2

ROYAL HASKONING

Stage 1 – Data gathering and awareness

Stage 2 – Pulling this information together

Understanding the physical coast

Understanding the coastal use

Understanding what is at risk

Understanding what we need to manage

Stage 3 – Development of the Plan, Draft Policy

- No active intervention
- Continue present management
- What are the alternatives?

Draft Plan

Scenarios

i) Management - Choice

ii) Process & Risk - uncertainty

Isle of Wight SMP2

ROYAL HASKONING

- SMP is a plan, not just a series of policies
- High level generic objectives:
 - Contribute to a sustainable and integrated land use planning;
 - Avoid damage to, and enhance the natural heritage where practicable;
 - Support the cultural heritage;
 - Reduce and minimise reliance on defence;
 - Protect people's home from flooding and erosion;
 - Protect opportunities for employment;
 - Support adaptation by the local coastal communities;
 - Maintain or enhance the high quality landscape subject to natural change.

Isle of Wight SMP2

ROYAL HASKONING

Historical Environment. finite and non-renewable resource.

Natural Environment.

Not just Natura 2000, whole environmental context.

What makes something sustainable. What are we trying to sustain?

Landscape, Environment and Heritage

Isle of Wight SMP2

ROYAL HASKONING

Some examples....

- i) Eastern and Western Yar
- ii) Long term economic centres on the Isle of Wight
- iii) Importance of transportation links with the main land
- iv) Identification of critical habitats and landscapes
- v) Strategic position of the IoW for the south coast of England
- vi) Medium and long term investment into areas with coastal erosion vs. land sliding issues

Isle of Wight SMP2

ROYAL HASKONING

Isle of Wight SMP2

ROYAL HASKONING

Coastal Protection Plan for POZ1 (1:10,000) - 10m of depth

Isle of Wight SMP2

ROYAL HASKONING

Coastal Protection Plan for POZ2 (1:10,000) - 10m of depth

Isle of Wight SMP2

ROYAL HASKONING

Coastal Protection Plan for POZ3 (1:10,000) - 10m of depth

Isle of Wight SMP2

ROYAL HASKONING

Coastal Protection Plan for POZ4 (1:10,000) - 10m of depth

Isle of Wight SMP2

ROYAL HASKONING

Coastal Protection Plan for POZ5 (1:10,000) - 10m of depth



Annex 8. Selection of press articles on the SMP2, published in One Island magazine, distributed inside the Isle of Wight County Press newspaper (which is read regularly by 92% of Islanders aged 15+ (Readership Survey 2007).

coast and country

Nature notes

Our Island, our environment



Early autumn mornings are often damp, cool and misty with dew hanging heavy on the grass until there is enough warmth in the sun to allow it to evaporate. At this time of year spiders' webs are more visible, bejewelled by drops of dew, which sparkle in the low light. The extent and intricacy of these webs becomes apparent and we can see how far they stretch, suspended from overhanging tree branches to the leaves of shrubs below.

Every species of spider uses fine silken threads, produced from glands in their abdomen, for catching prey in various ways, though not all produce webs. These gossamer filaments have remarkable properties. The strand is a few thousandths of a millimetre thick – much finer than human hair. Its strength is comparable size-for-size with a nylon thread, but it is more elastic.

The simplest food traps are little more than fishing lines strung across the crevice where the spider is hiding. The familiar orb web of the garden spider may have the creature sitting near its centre or 'signal thread' leading to the cranny where the spider conceals itself. A passing insect touching this thread sets up vibrations, alerting the spider to dart out and secure its meal by wrapping it in more silk and stunning it by biting.

Other designs of webs look like funnels or hammocks, or a lacy mesh – the latter often appearing as an untidy tangle behind furniture! We may remove them without a second thought but spiders make good use of their resources: before building a new web they eat the old one and recycle the silk into the new structure.

*Anne Marston,
assistant ecology officer*

Protecting our coastline's long-term future



PICTURED:
Seaview coastal defences

Studies are currently being carried out by the council's centre for the coastal environment at Ventnor to help plan policies for the Island's coastal defences for the next 100 years.

These strategic studies include:

- the North-East Coastal Defence Strategy Study – from the Shraps Breakwater at East Cowes to Culver Cliff (study completed in 2005), and possibly including further works at Seagrove Bay Seaview, and beach management for Bembridge frontage;
- Sandown Bay and Undercliff Coastal Defence Strategy Study – the study has also been extended to include the Undercliff frontage from Monk's Bay, Bonchurch to Chale Terrace;
- West Wight Coastal Defence Strategy Study – along the south-west coast of the Island from Chale Terrace to the Needles and along the north-west coast from the Needles to the Shraps Breakwater, East Cowes; the study will integrate with management plans for the Western Yar and the River Medina;
- the Eastern Yar River and Coastal Defence Strategy Study – assessing flood risks and coastal erosion and flooding, including Bembridge Harbour.

By late 2008 the overall strategic management of the Island's coast will be provided through a document called the Shoreline Management Plan (SMP) Round Two, which will be supported by the four strategy studies.

Senior coastal scientist, Claire Marriott, said: "This will provide the detail of precisely how the management of our coastal defences will be achieved over the next 100 years, in a technically sound, economically viable and environmentally sustainable way."

- The Shoreline Management Plan (SMP) will provide a summary of the geology, geomorphology, coastal processes, land use, local economy, recreational issues, historic environment and natural environment around the whole coastline.

The Round Two SMP will provide a longer term view, over 100 years, than the previous plan, as well as a more comprehensive consideration of coastal evolution, climate change and sea level rises.

Further information is available by calling 857220 or from www.coastalwight.co.uk



Seasonal guide to wildlife in the garden

In October, when you are tidying the garden, try to leave some seed heads on lavender bushes. Goldfinches will feed on them later in the year when other food becomes scarce.

October 2007 20

Article in One Island Magazine, issued with IW County Press, October 2007



Island residents and businesses with an interest in the coast will be asked to contribute to a major shoreline plan over the next year.

The council is preparing an updated Shoreline Management Plan which will review an original document published in 1997.

The plan will assess the risks associated with coastal processes over the next 100 years, and how to reduce their effects in a sustainable way. It will look at erosion and coastal flooding and how to balance environmental,

social and financial issues.

Responsibility for management of the Island's coastal defences against erosion and flooding is shared between the council and the Environment Agency. The updated plan will be prepared using guidelines set down by the Department for the Environment, Food and Rural Affairs.

- To register for updates about the plan, please visit www.coastalwight.gov.uk or call 857220.

Article in One Island Magazine, issued with the IW County Press, April 2008.

Finding out about shoreline plans

A website has been created to keep people up to date about the Isle of Wight Shoreline Management Plan.

The website, at www.coastalwight.gov.uk/smp, will provide progress on the plan, which is being updated to look ahead for the next 100 years.

Work will take place during 2008 and 2009 on agreeing the policies for the plan – which will be led by the council, along with the Environment Agency, the Department for the Environment, Food and Rural Affairs, as well as

other organisations and coastal residents.

The website will grow as the project progresses and will include information on how the public can get involved. The final documents will be published in full on the site.

If you are affected by coastal change you can visit the website to sign up as a stakeholder, or provide information for the study.

Public consultations will also be held around the Island as the plan is reviewed, and will be advertised in the local media.



Copyright Isle of Wight Centre for the Coastal Environment, courtesy of Wight Light Gallery.

Article in One Island Magazine, issued with IW County Press, July 2008.

COAST & COUNTRY

Have your say *on major shoreline plan*

The management of the Island's coastal flooding and erosion risks are to be the subject of a new plan due to be completed later this year.

The new Isle of Wight Shoreline Management Plan will be an updated version of a plan first published in 1997 and covers the Island's coastline and estuaries.

Similar plans are being prepared for coastal areas around England and Wales.

A draft version of the new plan is currently being prepared, following an assessment of the Island's shoreline and discussions involving interested parties.

It will go out to public consultation from July to September this year, before being reviewed and then completed in December.

To find out more about the plan, or to register as a stakeholder and receive updates, please visit www.coastalwight.gov.uk/smp
email: smp@low.gov.uk, or
tel: 857220.



A helping hand for

New coppicing work has taken place at Fort Victoria Country Park, Yarmouth and Dickson's Copse Local Nature Reserve near Newport in recent months.

Article in One Island Magazine, issued with IW County Press, May 2010

COAST & COUNTRY

Take a look at new shoreline plan

The draft of the Island's new Shoreline Management Plan has been published for public examination until 23 October.

The plan sets out policy for the management of coastal flooding and erosion risks around the Island's coastline and estuaries for the next 20, 50 and 100 years.

The three month consultation period began in July, and Island residents are being invited to submit their comments before the closing date.

The draft plan, a summary leaflet and a response form can be found at www.coastalwight.gov.uk/smp

A copy is also available at the Lord Louis Library, Newport and the Coastal Visitors' Centre, Ventnor (by appointment, tel 857220). Following the end of the consultation period, the

results will be used to review and set the final policies in November this year, and the final plan will be completed in December.



FLOODING



22 One Island

Island residents are being encouraged by the Environment Agency to check if their home or business is in a flood risk area.

It is estimated about 2,000 properties on the Island are at risk of flooding – and you can check if you are affected by visiting www.environment-agency.gov.uk/floodsouth (entering your postcode). You can also find out by calling Floodline on 0845 988 1188.

If you live in a flood risk area you can register online or by telephone to receive free flood warnings from the Floodline Warnings Direct service. You will then receive advance warning of any potential flooding, giving you the time you need to make sure your family or business is safe during a flood.

The Environment Agency website also advises on how you can protect your property, offering a downloadable personal flood plan and information on how to prepare a flood kit.

The costs of applying measures such as waterproof doors, windows and airbricks can range from £3,000 to £10,000 for a whole house. You can help to reduce the impact of flooding by preparing in advance.

If you are interested in more information on current flood defence plans for the Island, the new Shoreline Management Plan has recently been launched for public consultation. You can visit www.coastalwight.gov.uk/smp to view the plan online.

The plan is also available in the Lord Louis Reference Library, Newport, or the Coastal Visitors' Centre, Ventnor (please telephone 857220 to arrange an appointment).

Two articles in One Island Magazine, issued with IW County Press, September 2010

Annex 9. An A3-folded 'consultation summary' leaflet distributed from 23rd July 2010 at SMP roadshow exhibitions, through libraries and information centres. This leaflet includes the Summary Policy Map and invites comments.

We want to hear from you!
If you live or work near the coast, or have an interest in it, your comments are important to us to ensure that the SMP fully considers all concerns. If you have any feedback on the proposed policies, please complete a consultation response form available from the SMP roadshow in September or from www.coastalwight.gov.uk/smp

A three month period of public consultation is open in summer 2010. The closing date for comments is 23 October 2010.

What happens next?
Consultation responses will be assessed, then the final version of the SMP2 will be prepared and adopted by the Isle of Wight Council and the Environment Agency.

Our coastline is changing... and it could affect you
We live in a spectacular part of the country that has been shaped by natural processes. The shoreline is constantly changing, sometimes gradually, sometimes dramatically, and these changes have created some of the coast's most beautiful and important features.

These changes also, however, represent a threat to many of our coastal communities and in the last 100 years attempts have been made to stop the effect of erosion or flooding in order to protect those communities.

The way erosion changes our coast depends largely on geology. Erosion of coasts with relatively hard rock, such as limestone and chalk, tends to be

The development of the proposed SMP policies has taken into consideration the following issues:

- Economics**
The equivalent cost of providing a defence is likely to increase over the next century to between two and four times the present cost (excluding inflation or other factors) to between £6 million and £20 million per kilometre. In simple terms this means that either more money needs to be invested in coastal defences, or expenditure has to be prioritised.
- Socio-economics**
The coast is important for recreation and leisure activities, particularly those that rely on good quality beaches and easy access to the sea. It supports a thriving tourist industry and a number of

ISLE OF WIGHT

SHORELINE MANAGEMENT PLAN

**Consultation Summary
Summer 2010**

The final version of the SMP will be published at the end of 2010.

Further Information
The draft SMP document and this summary leaflet can be downloaded at www.coastalwight.gov.uk/smp

Paper copies of the draft SMP document are available to review at:

- Lord Louis Library (in reference library), Newport
- Coastal Visitors' Centre, Dudley Road, Ventnor, by appointment. Telephone (01983) 857220.

Public Exhibitions
A roadshow of public exhibitions about the draft SMP will visit towns and villages around the Isle of Wight in September 2010.

- Cowes Monday 13 September 2010
- Ryde Tuesday 14 September 2010
- Wootton Wednesday 15 September 2010
- Yarmouth Thursday 16 September 2010
- Sandown Friday 17 September 2010

Full details will be advertised in the local press, posters and at www.coastalwight.gov.uk/smp

Contact Details
Isle of Wight Council
Coastal Management Team
Dudley Road
Ventnor
Isle of Wight
PO38 1EJ
Tel. 01 983 857 220
Email: smp@iow.gov.uk
www.coastalwight.gov.uk/smp

slower, and can form dramatic rock formations over time, including headlands at Culver Cliff and the Needles.

Where coastal geology is formed out of softer deposits, such as clay and sandstone, erosion processes can be faster and pose more of a risk for people and property.

Coastal erosion is not always gradual and can occur through events such as landslides, where many metres of land may be lost in a sudden, dramatic, single event.

Rates of erosion, and the risk of flooding, are expected to increase by the end of this century because of increasing storminess and rising sea levels. Protecting coastal communities will become an ever-increasing challenge.

Future Management of the Coast
One of the difficulties facing us, as a nation, is the economic, social and environmental cost of continuing to protect shorelines to the extent that we do at present.

commercial and industrial interests along the coast. The continuation of these industries is essential to the economy of the Isle of Wight as a whole.

- Environment**
Coastal management can have significant impacts on wildlife habitats, coastal processes, landforms and heritage features. The conservation of ecological features in a changing environment is a key aspect of environmental sustainability.

Future management of the coast must allow natural habitats and features to respond and adjust to change such as accelerated sea level rise. It must also comply with the legislation relating to important conservation designations protecting many habitats within the SMP area.

Working in Partnership
The SMP is being prepared by a Client Steering Group (CSG) comprising representatives from:

- Coastal Management, Isle of Wight Council
- Environment Agency
- Natural England
- English Heritage
- National Trust
- Isle of Wight Estuaries Project
- Planning Services, Isle of Wight Council
- Parks & Countryside Service, Isle of Wight Council
- Archaeological Centre, Isle of Wight Council
- Area of Outstanding Natural Beauty

The Isle of Wight Council is leading the preparation of the SMP with appointed consultant engineers Royal Haskoning. Funding is provided by the Department for Environment, Food and Rural Affairs (Defra) through the Environment Agency.

This publication is available on request in large print, audio tape or Braille and in other languages. Contact IW Council (01983) 821000. TYPETALK available.

www.coastalwight.gov.uk/smp

Isle of Wight Shoreline Management Plan

The first Isle of Wight Shoreline Management Plan (SMP1) was adopted in 1997.

Significant progress has been made in the understanding and mapping of coastal processes over the last ten years, and SMP1 is now under review. The draft of the new SMP2 is now available for your comments. The final SMP2 is then due to be published in December 2010.

What the plan does

A Shoreline Management Plan is a strategic document that sets out policies for the management of our coastline and our response to coastal flooding and erosion risks over the next 20, 50 and 100 years.

It provides a large-scale assessment of the risks to people and to the developed, historic and natural environment. It addresses the risk in a way that does not tie future generations to costly unsustainable management, and attempts to balance potential conflicting interests along the coastline.

While the SMP provides the framework for future decisions, the implementation of the policies relies on the availability of funding. Planning for the future is vital.

The area covered by our SMP

Isle of Wight SMP covers the 188km (104 miles) of open coast, harbours, estuaries and headlands around the Island.

The coastline covered by this plan is extremely varied, ranging from key coastal towns and ferry links to natural areas that are protected for their heritage, landscape, geological and biological value. This combination of assets creates a coastline of great appeal and a tourism economy of regional importance.



Cowes and East Cowes

SMP policy options:

There are four generic policies that can be considered by the SMP (set out in Defra SMP guidance, March 2006):

- **Hold the Line**
Defences are maintained and upgraded or replaced in their current position where funding permits.
- **Advance the Line**
New defences are built seaward of existing defences, involving a significant reclamation of land in the process.



Compton Bay car park

- **Managed Realignment**
This policy allows realignment (forwards or backwards) of the shoreline with management to control or limit the movement. Any increase in flood risk will also be managed. Although this policy typically applies to low-lying areas at risk of flooding it can equally apply to cliffed areas, whereby managed intervention slows cliff recession for a period of time.
- **No Active Intervention**
This is a policy decision not to invest in the provision or maintenance of any defences. Where there are no existing defences, the shoreline will continue to evolve naturally. This policy can also apply to areas that are currently defended but may not be defended in the future. These areas will evolve more naturally, which may include an increased risk of flooding or coastal erosion.

Proposed policies for the Isle of Wight coast

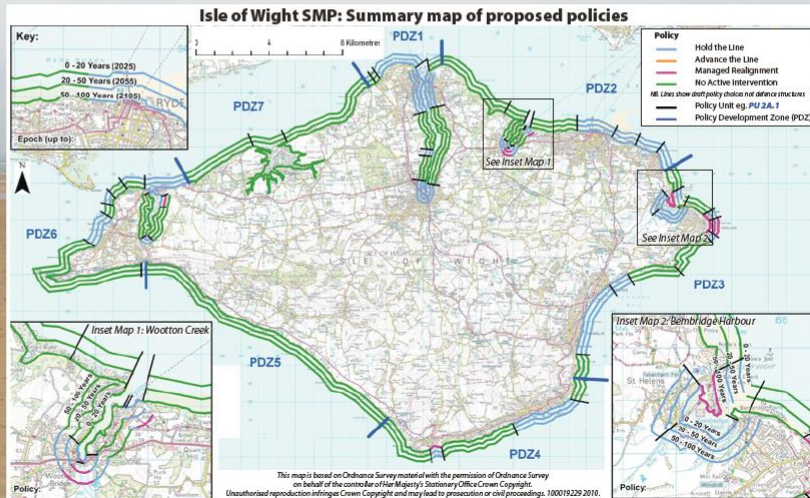
The policy summary map below displays the proposed policies for individual policy units over the three time periods:

- Present day (0-20 years)
- Medium-term (20-50 years)
- Long-term (50-100 years)

The policy choices can change over time to support the long term management intent.

Policies reflect preferred options. Implementation of them is dependent on funding being available (including public and private funding).

For the purpose of the SMP the coastline has been divided into seven Policy Development Zones (PDZs). PDZ boundaries are not recognised as hard lines, but solely as a practical means of examining the coast in detail. Within these PDZs individual policy units have been developed.



Annex 10. Posters (A4 & A3) advertising the roadshow exhibitions and the public consultation, distributed widely from 23rd July 2010 to stakeholders, libraries, notice boards and information centres.



1028291

Get involved in the future of **THE ISLAND'S COASTLINE**

Come to an exhibition to find out more about how coastal change may affect the Island

The Isle of Wight **Shoreline Management Plan (SMP)** outlines draft proposals to manage coastal flooding and erosion risks over the next 100 years.

| | | |
|---------------------------------|------------------------|------------|
| Northwood House, Cowes | Monday 13 September | 2pm to 7pm |
| Ryde Castle Hotel | Tuesday 14 September | 2pm to 7pm |
| Wootton Bridge Community Centre | Wednesday 15 September | 2pm to 7pm |
| Yarmouth Institute | Thursday 16 September | 2pm to 7pm |
| Sandown Library | Friday 17 September | 2pm to 7pm |

During summer 2010 copies of the draft SMP will also be available to review at
Lord Louis Library (in the reference library), Newport
Coastal Visitors' Centre, Dudley Road, Ventnor By appointment. Tel: (01983) 857220

The consultation period is open from 23 July to 23 October 2010.

For further information about the Isle of Wight SMP and to find out more about the exhibitions and view the consultation form, visit the project website www.coastalwight.gov.uk/smp or email smp@iow.gov.uk



Our coastline is changing... and it could affect you!

We live in a spectacular part of the country that has been shaped by natural coastal processes. The shoreline is constantly changing, sometimes gradually, sometimes dramatically, and these changes have created some of the most beautiful and important features of the coast.

Erosion and flooding are a threat to many of our coastal communities. To protect the communities, we have often had to resort to building coastal defences.

The threat of sea level rise, wetter winters and more frequent storm events will increase the pressure put on our existing coastal defences, some of which are reaching the end of their useful life. Decisions have to be made now about what can and cannot be protected in the future. We simply cannot afford to protect everywhere forever.

These important decisions are made at a local level and are referred to as a Shoreline Management Plan (SMP).

What is a Shoreline Management Plan?

In the mid 1990s, the coastal groups and local authorities of England and Wales were encouraged by Government to prepare SMPs, to provide sustainable coastal defence plans.

An SMP sets out the policy for managing our coastline and how we respond to the threat of coastal flooding and the risk of erosion. It takes account of existing defences, the natural and built environments, and adjacent coastal areas.

Isle of Wight Shoreline Management Plan

The Isle of Wight SMP is currently being reviewed, led by the Isle of Wight Council in partnership with the Environment Agency. A wide range of interest groups, businesses and organisations have fed information into the review process. The SMP covers the 168km (104 miles) of coastline, harbours, estuaries and headlands around the Island.

The new SMP will:

- Predict how our coast will be affected by erosion and sea level rise over the next 20, 50, 100 years;

- Identify risks to development and to the historic and natural environments as the coast changes;
- Produce a policy framework to manage the risks in a sustainable manner over the next 100 years.

What is the aim of the SMP review?

The SMP divides the Isle of Wight coast into a number of 'policy units', and the review will identify one of four management policies for each policy unit along the coastline:

- *No active intervention* which means no investment will be made in coastal defences (other than for safety purposes), or allowing natural change to continue.
- *Hold the line* which means maintaining the existing defences or changing the standard of protection.
- *Advance the line* which involves the building of new defences on the seaward side of existing defences and reclaiming land.

- *Managed realignment* which means allowing the shoreline to retreat or advance in a controlled or managed way, either because that is the best approach for a stretch of coast, or because the benefits of protection are clearly out of scale with financial costs.

How will the SMP review affect you?

The draft SMP, including the proposed management policies, is being published for a three month period of public examination beginning on 23 July 2010. The consultation period is open until 23 October 2010. The final SMP will then be prepared using the comments received and is due to be published in December 2010.

The SMP roadshow is your best opportunity to find out which of the four policy options is proposed for your stretch of coastline and the likely consequences. Everyone is welcome to attend the exhibition and the professionals will be available to answer your queries.

For further information and to view the consultation form, visit www.coastalwight.gov.uk/smp

The Isle of Wight Shoreline Management Plan (SMP) outlines draft proposals to manage coastal flooding and erosion risks over the next 100 years. It is available to view at the following exhibitions:

| | | |
|---------------------------------|------------------------|------------|
| Northwood House, Cowes | Monday 13 September | 2pm to 7pm |
| Ryde Castle Hotel | Tuesday 14 September | 2pm to 7pm |
| Wootton Bridge Community Centre | Wednesday 15 September | 2pm to 7pm |
| Yarmouth Institute | Thursday 16 September | 2pm to 7pm |
| Sandown Library | Friday 17 September | 2pm to 7pm |

During summer 2010 the draft SMP can be viewed at www.coastalwight.gov.uk/smp and at:

Lord Louis Library (reference library), Newport
Coastal Visitors' Centre, Dudley Road, Ventnor – by appointment Tel: (01983) 857228.

The consultation period is open from 23 July to 23 October 2010.

Led by the Isle of Wight Council with the Environment Agency, Royal Haskoning and a Steering Group of key stakeholders.



ISLE of WIGHT COUNCIL



Environment Agency



Annex 11. Consultation Response Form for the public consultation from 23rd July 2010 to 23rd October 2010. Available online, at permanent exhibitions in Newport and Ventnor and at the roadshows in Cowes, Ryde, Wootton, Yarmouth and Sandown.



Isle of Wight Shoreline Management Plan (SMP) Consultation Response Form

Please return this form to the Isle of Wight Council –P.T.O for details

A copy of the draft SMP can be viewed online at www.coastalwight.gov.uk/smp which should be read before completing this survey. A summary leaflet is also provided. Paper copies of the draft SMP are also available to view at the Lord Louis Reference Library in Newport and at the Coastal Visitors' Centre in Ventnor (by appointment in Ventnor tel. 01983 857220). An exhibition and copy of the SMP will visit locations around the IW in September –see the website or local press for details. Your views and comments will play an important part in the development of the Shoreline Management Plan (SMP) for the Isle of Wight.

The deadline for comments is 23rd October 2010.

1. What is the main reason for your interest in the Isle of Wight Shoreline Management Plan? (Please tick)

- Resident within the Shoreline Management Plan area – please provide your postcode:
- Landowner within the Shoreline Management Plan area – please provide your postcode:
- Representative of groups or organisations that are involved (please specify which groups):
.....
- Other (please specify):

2. Which Policy Unit (PU) are you commenting on? (e.g. 4A.2 –Ventnor & Bonchurch). If commenting on more than one Policy Unit, please complete a separate form for each unit.)

.....

3. Do you agree or disagree with the proposed policies presented for the Policy Unit identified in Q2 above? (i.e. Hold the Line, Advance the Line, Managed Realignment, No Active Intervention. Please see the Proposed Policy leaflet, display and report).

- In the Short Term (to 2025)** Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree
- In the Medium Term (to 2055)** Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree
- In the Long Term (to 2105)** Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

4. Please tell us your reasons behind the answers to Q3. (If necessary, please continue on a separate sheet and attach any supporting information that you think may help).

5. Please let us have any additional comments below.

Please return this form during one of the SMP exhibitions, or to any Isle of Wight Council office, or return it by post to:

Address: **Shoreline Management Plan,**
Isle of Wight Council, Coastal Management, Dudley Road, Ventnor, Isle of Wight. PO38 1EJ

Alternatively, an electronic version of this form is available to complete at www.coastalwight.gov.uk/smp. Comments can also be emailed to smp@iow.gov.uk

Deadline for comments – 23rd October 2010

Thank you for taking the time to participate in the SMP consultation process.

The results of this survey will be available at www.coastalwight.gov.uk/smp in November 2010

Annex 12. Set of 20 A1-display boards used at the roadshow exhibitions in and in Ventnor throughout the consultation (8 introductory boards, 12 policy summary boards).

Please see below.

Our coastline is changing... and it could affect you 1

What is an SMP?

A *Shoreline Management Plan (SMP)* is a strategic document that sets out policies for the management of our coastline and our response to coastal flooding and erosion risks over the next 20, 50 and 100 years.

The plan covers the 168km of open coast, harbours, estuaries and headlands around the Island.



The Isle of Wight Shoreline Management Plan (SMP)

The purpose of this exhibition is to inform you about the Isle of Wight SMP. It will provide you with information about the plan, including why it is important, who is preparing it, and why your comments are vital to the decision-making process. The SMP is being reviewed and the draft plan is now available for your comments.

What the plan does

The SMP provides a large-scale assessment of the risks to people and the developed, historic and natural environment which will result from the future evolution of the coast and estuaries. It sets policies that address the risks of coastal flooding and erosion in a way that does not tie future generations to costly and unsustainable management. The plan attempts to balance potential conflicting interests along the coastline.

The SMP is a policy document for planning sustainable coastal management. It takes account of other existing planning initiatives and legislation and is intended to inform wider strategic planning along the shoreline.

The SMP sets coordinated policies around the whole of the Isle of Wight. In the future, further Coastal Defence Strategies will decide in detail how to deliver these policies by planning a sequence of schemes for each section of the coast. While the SMP provides the framework for future decisions, the implementation of the policies relies on the availability of funding.

Planning for the future is vital

The coastline and estuaries covered by this plan are extremely varied. This diversity ranges from the coastal towns and waterfronts to the many areas designated and protected for their heritage, landscape, geological and biological value. This combination of assets creates a coastline of great value and an important tourism economy.

The coastline is undergoing constant change from the effects of waves, tidal currents and the changing climate. Increased storminess and wave heights, increasing winter rainfall and rising sea levels are all predicted over the next century. The decision on where to provide protection from coastal erosion and flooding over the next 100 years is based on an understanding of coastal change and interactions between the economic, social, natural and historic environments. These issues are of vital importance to everyone living or working on the coast.

www.coastalwight.gov.uk/smp



The coastline is constantly changing

2



Coastal change

The Isle of Wight has some of the most dramatic and beautiful coastal scenery in the United Kingdom. This coastline, including its estuaries, is undergoing constant change from the effects of waves, tidal currents and the changing climate. Coastal change is nothing new and will continue to happen.

As sea water meets cliffs and shores, it causes sediment or rocks to be broken down and washed out to sea. This is coastal erosion. In some instances, this material may be moved to a different part of the coast and be deposited in large quantities, causing accretion - the opposite of erosion. The sand and shingle that make our beaches are products of erosion and, to remain in balance, we need a continued supply of this material.

Erosion can happen under any conditions but its rate tends to increase when waves are powerful and water levels are high – for instance during storms or in high winds.

Another influence on the development of the coastline has been human interaction, particularly in attempts to stop the effect of erosion or flooding at particular locations. In many cases this has taken place with limited understanding of the consequences of carrying out these works on other locations up and down the coast.



How erosion affects our coast

The way erosion changes different parts of our coast depends largely on the type of rock - in other words, the geology. Locations where the coastline is composed of harder rocks tend to erode more slowly and can form dramatic rock formations over time, for example at the Needles.

Where coastal geology is formed out of softer deposits, such as the cliffs along the south-west coast and surrounding Sandown Bay, erosion processes can be faster and therefore pose more of a risk for human settlements and transport links. Coastal erosion and coastal flooding are natural processes that are often linked to each other and can impact on each other. Erosion of shorelines that separate the sea from flat, low-lying land can increase the potential for coastal flooding.

Coastal erosion is not always gradual and can occur through events such as landslides, where many metres of land may be lost in sudden, dramatic, single events. The coastlines of the Ventnor Undercliff and Cowes to Gurnard are particularly vulnerable to ground movements caused by the reactivation of landslides.

Rates of erosion and the risk of flooding are expected to increase by the end of this century because of increasing storminess and rising sea levels brought about by climate change, as the local geological formations are prone to erosion.

www.coastalwight.gov.uk/smp



The area covered by our SMP

3



Isle of Wight SMP

Isle of Wight SMP covers the 168km (104 miles) of open coast, beaches, harbours, estuaries and headlands around the Island. Much of the northern coast of the Isle of Wight is relatively low-lying, with five estuaries and rivers draining north into the Solent (the Western Yar, Newtown Estuary, Medina Estuary, Wootton Creek and the Eastern Yar). By contrast the southern coast is generally formed of steep coastal cliffs and landslides.

The majority of Isle of Wight towns are located around the coast and Newport is located at the head of the Medina Estuary. Tourism is vital part of the economy on the Island with the population increasing during the busy summer holiday season in July and August. Marine industries are located around the coastline and the Isle of Wight relies upon six ferry routes providing essential transport links, with nearly 200 crossings every day. All this could be affected by the way in which we manage the coastline in the future and will be vulnerable to future increases in flood and erosion risks.

The cliffs, beaches and estuaries contain sites of local, national and international environmental importance because of their unique or scarce habitat or geological interest. Seventy percent of the area is protected by UK or European environmental designations. The natural environment and historic towns and villages are a major asset for residents and visitors. More than half of the Island is designated as an Area of Outstanding Natural Beauty.

The coastal town of Ventnor and areas of Cowes to Gurnard are underlain by deep-seated landslide complexes. Sea level rise and increased winter rainfall will affect slope stability in some areas and is an important consideration in shoreline management policy in these areas.

We have split the area into seven sections to allow us to look more closely at the individual issues of each area of coastline, and develop policies for its management. These sections, shown right, are known as Policy Development Zones (PDZ).



www.coastalwight.gov.uk/smp



What are the SMP policy options?

4



The four policies choices

There are four generic policies that can be considered within the Shoreline Management Plan. These are defined by the Defra Shoreline Management Plan guidance of March 2006 and are as follows:

- Hold the line
- Advance the line
- Managed realignment
- No active intervention

These policies refer to the 'line' of current coastal defence structures or the current shoreline. One of these four policies must be assigned to three different time periods or epochs: 0 to 20 years, 20 to 50 years and 50 to 100 years. The policies can change between each time period to support the long term management intent. Although the policies are the preferred options for managing the coast, their implementation is dependent on funding being available.

Hold the line

Defences are maintained and upgraded or replaced in their current position where funding permits. Renewed defences refers to the construction of new, more robust defences. There may be some residual risk in holding the line as foreshore steepening and narrowing beaches could make this policy unsustainable sooner than anticipated.

The aim of this is to retain the existing character and form of the coast with minimal disruption, while maintaining all existing assets.

Advance the line

New defences are built seaward of existing defences, involving a significant reclamation of land in the process.

Managed realignment

This policy allows realignment (forwards or backwards) of the shoreline with management to control or limit the movement. Any increase of flood risk will also be managed. Although this policy typically applies to low-lying areas at risk of flooding it can equally apply to cliffed areas, where management intervention slows cliff recession for a period of time.

No active intervention

This is a policy decision not to invest in providing or maintaining any defences. Where there are presently no defences, this policy means that the shoreline will continue to evolve naturally.

This policy can also apply to areas that are currently defended but may not be defended in the future. These areas will evolve more naturally, which may include an increased risk of flooding or coastal erosion.

www.coastalwight.gov.uk/smp





Needles headland from Alum Bay

Historical change

The natural coast owes much of its beauty to the processes of erosion but protecting coastal communities will be an ever-increasing challenge. The shoreline in many of the coastal towns has been defended since late 19th century. However, the erosion and landsliding that we see today is nothing new. Historic changes at Freshwater Bay, the Needles and at Gore Cliff near Niton, for example, have been documented and form part of the trend of loss of land to erosion forming today's coastal landscape and cliffs.

Climate change

Records have shown that sea level has risen over the last century and this rise is likely to continue. The latest government projections are that we could be facing a rise of nearly one metre over the next 100 years, compared to the 1990s. When this rise is combined with the predicted increase in extreme weather events, further coastal change is inevitable.

Sediment loss

The sand and shingle that makes up our beaches is continually being moved along the coast by waves and tidal currents. A constant supply of this material is needed if this natural system of maintaining the beaches is to be sustained. It is therefore important to allow erosion of cliffs to continue, for example along the south-west coast and at Dunnose, to maintain this supply of sand and shingle.

On the heavily defended frontages, limiting the local sediment input, combined with accelerating wave action, is likely to cause the beaches to continue to narrow and eventually disappear.



View from Freshwater to Yarmouth along the low-lying Western Yar valley

www.coastalwight.gov.uk/smp



Future management of the coast

6



One of the difficulties facing us, as a nation, is the economic, social and environmental cost of continuing to protect shorelines to the extent that we do at present. The development of the of the proposed SMP policies has taken into consideration the following issues:

Economics

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 two and four times the present cost, excluding inflation or other factors, to between £6million and £20million per kilometre. In simple terms this means that either more money needs to be invested in coastal defence, or the expenditure has to be prioritised.

Socio-economics

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 widespread tourist industry, there are a number of other commercial interests along the coast including the ferry links and marine businesses in Cowes, East Cowes, Newport, Wootton, Ryde, Bembridge, Ventnor and Yarmouth. The continuation of these industries is essential to sustain the present economy of the Island as a whole.

Environment

Coastal management can have a significant impact on habitats, coastal landforms and heritage features, both directly and indirectly. Management decisions need to be made through consideration of all aspects of conservation and risk management.

The conservation of ecological features in a changing environment is a key aspect 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. Many of the habitats in the SMP area have important conservation designations and it is important to ensure that any management complies with the various pieces of legislation that relate to these areas.



www.coastalwight.gov.uk/smp



We want to hear from you

7

The Isle of Wight SMP review team members want to hear from you.

If you live or work near the coast, or have a keen interest in it, then your comments are important to us. This will ensure that the SMP fully considers all concerns.

*If you have any comments or feedback on the proposed policies, please complete a **consultation response form**; this can be handed in at this exhibition or returned by post.*

The form can also be completed online at: www.coastalwight.gov.uk/smp or email your comments to: smp@iow.gov.uk

*The closing date for comments is **Saturday 23 October 2010**.*

The draft SMP has been published for a three month period of public examination in summer 2010. Draft policies are proposed for each section of coast (Policy Unit).

Please submit your comments on the draft SMP by 23 October 2010 using the consultation response form available at this exhibition, or see the box on the left for further details.

Working in partnership

The Shoreline Management Plan is being prepared by a Client Steering Group (CSG) comprising representatives from the following authorities: -

- Coastal Management, Isle of Wight Council
- Environment Agency
- Natural England
- English Heritage
- National Trust
- Isle of Wight Estuaries Project
- Planning Services, Isle of Wight Council
- Parks and Countryside Service, Isle of Wight Council
- Archaeological Centre, Isle of Wight Council
- Area of Outstanding Natural Beauty

The Isle of Wight Council is leading the preparation of the SMP with appointed consultant engineers Royal Haskoning. Funding is provided by the Department of Flood and Rural Affairs (Defra) through the Environment Agency.

Further information

A summary leaflet providing an overview of the draft SMP and proposed policies is available today from this exhibition and from many of the libraries and visitor centres within the SMP area.

In addition to this exhibition, the full draft SMP document, the summary leaflet and consultation response form are available to download at www.coastalwight.gov.uk/smp or provided for review at:

- Lord Louis Library, Newport
- Coastal Visitors' Centre, Dudley Road, Ventnor - by appointment. Tel. (01983) 857220

This exhibition will visit:

- | | |
|-----------------------------------|-----------------------------|
| • Northwood House, Cowes | Monday 13 September 2010 |
| • Ryde Castle Hotel | Tuesday 14 September 2010 |
| • Wootton Bridge Community Centre | Wednesday 15 September 2010 |
| • Yarmouth Institute | Thursday 16 September 2010 |
| • Sandown Library | Friday 17 September 2010 |

What happens next?

Following this period of consultation, the comments received will be assessed and the final SMP prepared. The final version of the SMP will be adopted by the Isle of Wight Council and the Environment Agency and published in December 2010.

www.coastalwight.gov.uk/smp



Developing a Shoreline Management Plan 8



Developing a Shoreline Management Plan

The stages in developing an SMP are set out in national guidance produced by Defra (Department for Environment, Food and Rural Affairs). The table below summarises this. Involving those people or organisations who have an interest in, or may potentially be affected by, the SMP is built into all stages of the plan.

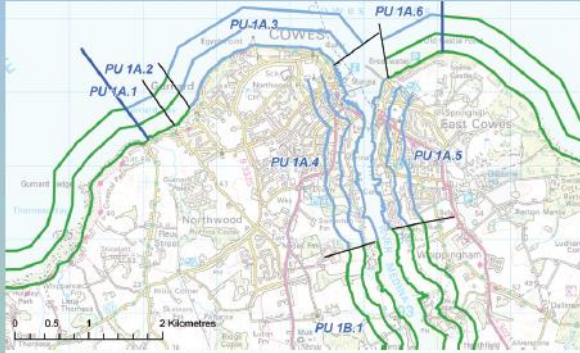
| | | |
|----------------|-------------------------------|--|
| Stage 1 | Scope SMP | Initial consultation with with over 250 stakeholders. Feedback analysed and information collated (Autumn 2008). |
| Stage 2 | Assessments to support policy | Stakeholder feedback used in 2009 and 2010 to prepare SMP reports to inform the choice of proposed policies. Developed with key stakeholders and stakeholder event held in April 2010. |
| Stage 3 | Policy Development | Stakeholder event held to develop policy issues and ideas in April 2010. Draft SMP document and appendices produced (completed in July 2010). |
| Stage 4 | Public examination | Three month public consultation period (23 July to 23 October 2010). Closing date for comments is 23 October 2010. |
| Stage 5 | Finalise SMP | Expected October to December 2010. |
| Stage 6 | SMP Dissemination | Expected December 2010 and January 2011. |

Where the SMP fits in: the next steps

| | |
|---------------------------------|---|
| SMP | Identifies coordinated coastal polices and implementation requirements for the whole of the Isle of Wight. |
| Coastal Defence Strategy | Identifies the timing, type and location of work to be undertaken in the future, eg. for the north-east coast of the Isle of Wight. |
| Scheme | Design, construction and maintenance of defences at a particular site. |

www.coastalwight.gov.uk/smp





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- Policy**
- Hold the Line
 - Advance the Line
 - Managed Realignment
 - No Active Intervention
- NB. Lines show draft policy choices not defence structures
- Policy Unit eg. PU 2A.1
 - Policy Development Zone (PDZ)



Shoreline Management Plan - Proposed Policies:

| PDZ 1 | Present day: Years 0 - 20 | Medium-term: Years 20 - 50 | Long-term: Years 50 - 100 |
|---|---|---|---------------------------|
| 1A.1 Gurnard Luck | Hold the Line: The intent of the plan at Gurnard Luck is to support the existing community in the short term whilst allowing medium to long term adaptation to coastal change. This area faces increasing risks of tidal and fluvial flooding and erosion. The SMP recognises the aspirations of the existing local community to maintain private defences and continue implementing adaptation techniques whilst it is practical to do so, including raising the level of their own properties. The intention is to transfer from a hold the line policy to a no active intervention policy in the medium term. | No Active Intervention: Moving to a policy of no active intervention reflects the increasing risks in the medium to long term and the need for increasing adaptation to flood risk and coastal change. Although the no active intervention policy cannot preclude maintenance of existing private defences, it is important to recognise that the frontage is unlikely to qualify for national funding of coastal defences and the clear intent of the shoreline management policy for the area is to highlight that this is a coastal area liable to significant change and the existing community will need to adapt, not continue to rely on defences in the long term. | |
| 1A.2 Gurnard Cliff | No Active Intervention: The cliffs from Gurnard Luck to Gurnard are largely undefended and coastal retreat is expected to continue, providing some sediments to the shorelines to the east. There are some remains of some local defences and groyne structures reducing the rate of erosion. Reactivation of the coastal cliffs and slopes below Solent View Road properties may occur over 100 years. Attention is required to the transitions from defended to undefended coast to the west and east. The area is unlikely to qualify for national funding of coastal defences and adaptation to coastal change is required. | | |
| 1A.3 Gurnard to Cowes Parade | Hold the Line: From Gurnard to Cowes the low lying shoreline is backed by marginally-stable slopes and deep-seated coastal landslides, which underlie residential areas of the town and the popular seafront esplanade. Coastal defences are important in this area, as the zone of potential landslide reactivation is significantly larger than the area of assets at direct risk from coastal erosion. The current seawalls are effective in minimising the risk of slope failure by preventing erosion and undermining of the slopes, although high groundwater levels are also a factor. There is increasing risk of tidal flooding to areas of the seafront road and properties. The SMP recommends a policy of hold the line due to the scale of assets at risk from coastal slope failure and flooding. This policy would involve raising the level of defences as required with sea level rise. There are generally wide seafront esplanades fronted by seawalls, allowing space to raise the level of defences (with the exception of the short constrained frontage at the Royal Yacht Squadron). Increasing the level of defences will raise issues of access to the shoreline to access to adjacent properties. | | |
| 1A.4 & 1A.5 West Cowes & East Cowes | Hold the Line: The SMP recognises and supports the waterfront location which is essential to a successful and sustainable future for Cowes and East Cowes. However, areas of the town centres and communities are already affected by tidal flooding, and this risk will increase in future decades. The SMP recommends a policy of hold the line to maintain and raise the standard of the public and private defences lining the Cowes and East Cowes seafronts, to reduce tidal flooding. This will also maintain the navigable entrance channel of the Medina Estuary and support marine businesses. It is recognised that implementing the policy of hold the line will be difficult to achieve, due to the lack of space and the fragmented private defences lining waterfront properties, often providing waterfront access. A coordinated approach is required which delivers a reduction in future flood risk but also preserves the character of the area and the nature conservation interest of the Medina. The scale of the assets at risk - including residential and amenity developments, marine industries and commercial wharfs - and their importance to the local and Isle of Wight economies justifies further examination and the development of a detailed approach through a Coastal Defence Strategy. Although the proposed policy is hold the line, medium to long term adaptation of the town centres and communities should be encouraged, as risks will continue to increase as sea level rises and storm events occur. | | |
| 1A.6 East Cowes Outer Esplanade | Hold the Line: The section of East Cowes esplanade outside the Shrappe breakwater provides popular waterfront access towards Old Castle Point. The sea wall is currently in good condition, expected to last 15 to 25 years, or longer with maintenance. The intention is to continue to maintain this seawall until the end of its effective life, recognising that there are not the assets at risk to justify replacement of this defence in the medium to long term, therefore transition to a policy of no active intervention is necessary. | No Active Intervention: As the coast begins to erode following loss of the seawall this will have impacts on the surrounding nature conservation interest and increase local sediment supply to the shore. This may have potential impacts on the mouth of the estuary as sediments drift to the east, although the source area is limited. | |

www.coastalwight.gov.uk/smp





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- Policy**
- Hold the Line
 - Advance the Line
 - Managed Realignment
 - No Active Intervention
- NB. Lines show draft policy choices not defence structures
- Policy Unit eg. PU 2A.1
 - Policy Development Zone (PDZ)



Newport Quay

Shoreline Management Plan - Proposed Policies:

| PDZ 1 | Present day: Years 0 - 20 | Medium-term: Years 20 - 50 | Long-term: Years 50 - 100 |
|---|--|----------------------------|---------------------------|
| 1B.1, 1B.3 & 1B.5 Central Medina Estuary western and eastern shores | No Active Intervention: The proposed plan is to allow the long central stretches of the estuary to adapt naturally to sea level rise with a policy of no active intervention (on both the eastern and western shores), in-keeping with the important natural and historic environment. This will include large stretches of shoreline remaining undefended, although there are also limited areas of existing private defences protecting isolated developments, including at Dodnor Lane, Island Harbour and Folly Inn. The policy of no active intervention cannot preclude maintenance of these existing private defences (which can maintain the current use of the sites in the short to medium term), but the intention of the plan is to encourage the areas to adapt to the increasing flood risk they will face in the medium to long term. The intention of the proposed policy is to avoid significantly increasing the extent of assets at future flood risk, to recognise that there will not be public investment in further defences and that the existing defences should not be maintained indefinitely in the face of future sea level rise. It will be important to adapt and preserve the cycle route from Newport to Cowes. Future development aspirations for the Medina valley may raise local issues at specific locations which cannot be addressed at SMP level. In the long term the policy will restore as much as possible of the natural capacity for the estuary to adapt to sea level rise, provide benefits for nature conservation, and reduce the impact of tidal flooding. The SMP aims to sustain appropriate commercial and community use of the Medina estuary within the internationally important natural environment. | | |
| 1B.2 West Medina Mills | Hold the Line: The short defended frontage of West Medina Mills Wharf is a site of strategic commercial importance for the Island which is reliant on its waterfront location and access (similar to areas of commercial quaysides in Newport and West and East Cowes). Private maintenance, improvement or realignment of the quayside or flood defence at this location must take full consideration of the surrounding environment. | | |
| 1B.4 Newport Harbour | Hold the Line: Newport Harbour is a functioning tidal harbour lined by public and private defences, with moorings and pontoons surrounded by access roads, car parking, waterside offices, amenity and commercial units, quayside and wharfs, in an area of increasing tidal flood risk. The plan for this area is a policy of hold the line, allowing the defences forming the harbour walls and quaysides to be maintained or raised. The intention is to maintain the navigational use of the channel and the functioning harbour as well as reducing flood risk. Issues that will need to be considered when planning a programme of defence works include addressing the risk of multiple sources of flooding occurring (if a spring high tide occurs with a high rainfall event), and in some areas access space around the river is restricted by adjacent buildings and industrial units. | | |



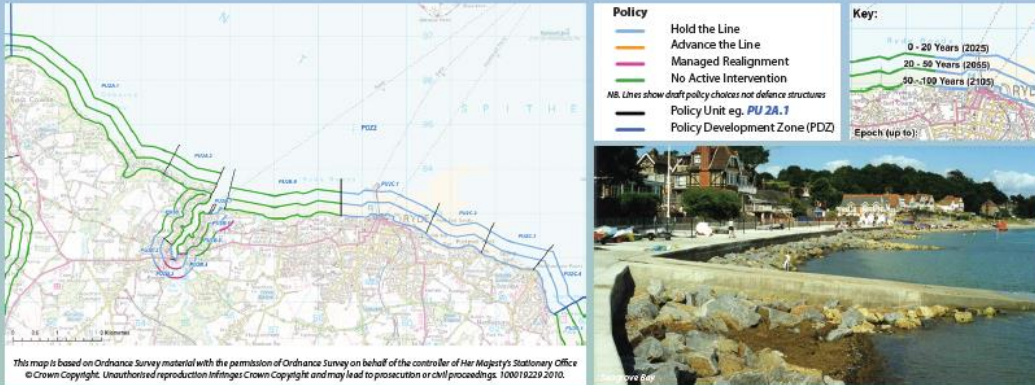
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North-east coast: Osborne, Ryde, Seaview and Seagrove Bay

Ryde Sands



Shoreline Management Plan - Proposed Policies:

| PDZ 2 | Present day: Years 0 - 20 | Medium-term: Years 20 - 50 | Long-term: Years 50 - 100 |
|---|---|----------------------------|---------------------------|
| 2A.1 Osborne Bay & King's Quay | No Active Intervention: The plan is to maintain the important nature conservation, geological and landscape quality of the area. The policy for the frontage is for no active intervention. | | |
| 2A.2 Woodside | No Active Intervention: At Woodside, a number of properties are at risk from coastal retreat over 100 years and it is reasonable that short term maintenance of the existing defences continues (a policy of no active intervention would not preclude this), but in the longer term with increased sea level rise and erosion, it becomes unsustainable to do so. The area is unlikely to qualify for national funding of coastal defences, particularly as the majority of the coast is undefended, therefore adaptation to coastal change should be anticipated. | | |
| 2B.8 Quarr & Binstead | No Active Intervention: At Quarr and Binstead the proposed policy is to allow natural erosion and retreat to occur along this largely undefended frontage, fully supporting the nature conservation interest. Coastal retreat and flooding will impact on part of the nearby heritage site and important intertidal archaeology. | | |
| 2C.1 Ryde | Hold the Line: This area includes the core residential, commercial and heritage centre of Ryde, at risk from erosion and flooding. The aim is to maintain the important economic viability of the area, including transport links. The plan is to maintain coastal defences through hard engineering and controlling sediment movement. This will sustain the essential recreational and amenity use of the coast, along with defence of important infrastructure and a large number of properties. Continuing defence may result in the inability of the shoreline to respond to sea level rise, with loss of natural habitats. The SMP recognises the possible difficulties of the increased effort which will be required to maintain the existing sea defences and groynes in the long term, and of access through or alongside a raised defence line. Importantly, future defence requirements in this area depend on the evolution of Ryde Sands as sea level rises. It is currently a zone of significant sediment accumulation, which contributes to the protection of the majority of the frontage. The future supply and behaviour of the sands will determine the amount of effort required to protect the shoreline and retain a beach in this unit. | | |
| 2C.2 Appley & Puckpool | Hold the Line: At Appley and Puckpool the intention of the plan is also to hold the line as outlined for Ryde above. The economic viability of maintaining defences in the longer term is more limited along this frontage. However, the SMP recognises the importance of maintaining the continuous line of defences to both the east and west, which will preserve the popular seawall promenade and prevent erosion affecting the adjacent trunk sewer and the newly-renovated sewage treatment works serving Ryde, located in Appley Park. | | |
| 2C.3 & 2C.4 Springvale, Seaview & Seagrove Bay | Hold the Line: The plan is to continue defence of the communities at Springvale and Seaview from erosion and flood risk by holding the line with both public and private defences. Along the low-lying frontage of Springvale, Seaview Duver and Seaview maintenance of the seawalls will continue to prevent shoreline erosion and flooding and will protect properties and seafront roads. The level of the defences will need to be raised in line with sea level rise. Maintaining defences will also protect areas of grazing marsh and lagoons of nature conservation interest. The private defences fronting parts of Nettlestone Point and Seaview are narrow and space to raise defence levels is limited. In Seagrove Bay, continuing to hold the line of coastal defences will prevent erosion and minimise the risk of slope failure, although predicted increases in winter rainfall could also increase the risk of slope reactivation in the longer term. | | |

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Policy

- Hold the Line
- Advance the Line
- Managed Realignment
- No Active Intervention

NB. Lines show draft policy choices not defence structures

Policy Unit eg. **PU 2A.1**

Policy Development Zone (PDZ)

Key:

- 0 - 20 Years (2025)
- 20 - 50 Years (2055)
- 50 - 100 Years (2105)

Epoch (up to)



Shoreline Management Plan - Proposed Policies:

The proposed SMP policies within Wootton Creek aim to maintain the important economic viability of the area by continuing to defend key built assets, and to allow the remainder of the area to adapt more naturally to future coastal change, leading to more sustainable long-term use of the shoreline.

A policy of no active intervention would be unacceptable for the whole of the creek given the location of important transport links to the mainland and properties at flood and erosion risk. However, within the majority of the creek, properties are generally set back from the coast rather than on the waterline.

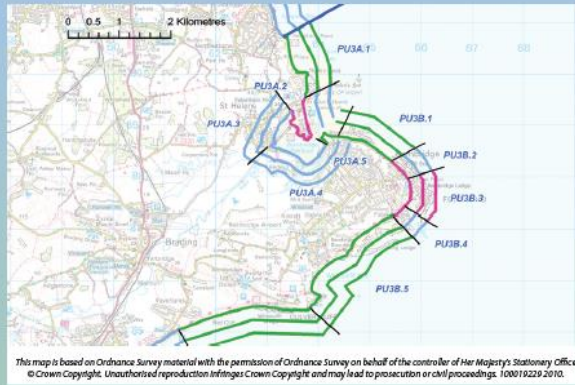
Near the southern limit of the creek and along the outer-eastern creek there are waterfront properties at flood and erosion risk and the policy is to maintain these through public and private defences where it is economic to do so.

| PDZ 2 | Present day: Years 0 - 20 | Medium-term: Years 20 - 50 | Long-term: Years 50 - 100 |
|--|--|----------------------------|---------------------------|
| 2B.1 & 2B.5 Western & Eastern Wootton Creek | No Active Intervention: Along the western and eastern banks inside Wootton Creek the majority of properties are set back from the shoreline and are not in the flood risk zone. A policy of no active intervention along these frontages will not preclude maintenance of existing private defences and waterside access structures fronting the individual properties and gardens, subject to normal approvals. Wherever possible, allow the estuary to function naturally and allow realignment to occur as sea level rises. This will avoid increasing future assets within the flood risk zone and encourage planned retreat and adaptation. | | |
| 2B.2 & 2B.4 Southern Wootton Creek | Hold the Line: At the inner end of Wootton Creek, the margins of Wootton and Fishbourne villages reach down to the waterside near Wootton Bridge, with properties at increasing risk of tidal flooding. The intent of the plan is to protect the community where economically viable to do so, through both private and public defences. A policy of hold the line is proposed to allow measures to reduce flood risk when required and where economically viable, including the maintenance of private defences. An important element of the plan is to maintain the functioning of the important Newport to Ryde road link which crosses the estuary at Wootton Bridge. | | |
| 2B.3 Old Mill Pond | Managed Realignment: Wootton Old Mill Pond is an important element in the character of the area. Historically, water levels have been controlled and are currently managed through a series of structures at Wootton Bridge to prevent flood risk. It is an aspiration of Natural England, Isle of Wight Council and the Environment Agency to return the Mill Pond to estuarine conditions in the long-term with inter tidal mud flats. However, there are a number of constraints to this including the potential effect downstream of the bridge, the visual effect of low tide conditions upstream of the bridge and the concerns of local businesses. The SMP supports gradual adaptation through a policy of managed realignment for the sluices and the mill pond, whilst maintaining the important road link. The intention of management is to move towards a more natural system in the medium term, allowing increased saline intrusion within the practicalities of the control structures and local management constraints. This needs to be gradual change, allowing time for habitat adaptation to support the nature conservation interest of the area. In the long term, the aspiration is to re-instate tidal conditions, although this will need careful consideration of whether reducing management would impact upon erosion or damage to property down stream. | | |
| 2B.3 Fishbourne Ferry Terminal | Hold the Line: At the mouth of the Creek at Fishbourne Ferry Terminal the intent is to hold the line with private defences. With increasing sea level rise, there is likely to be need for further defences to maintain this critical infrastructure for the Island in the medium to long term, although opportunities to retreat the defences should also be considered. | | |
| 2B.7 Outer Eastern Creek | Hold the Line: In the outer eastern section of the creek there are a number of properties at potential risk from erosion and flooding over the next 100 years. This area is currently defended and the SMP proposes allowing the maintenance of private and public defences in the short to medium term (where economic to do so), on the basis that in the long term risk levels will continue to increase and adaptation to coastal change will be necessary in the long term. The economic justification for defences is limited and road access to several properties is also at risk in the medium to long term. A policy of hold the line will maximise the benefit of the existing defences for the short and medium term. | | |
| | Managed Realignment: In the long term we recommend looking at opportunities to retreat and realign the defences to the east of the terminal to adapt to ongoing coastal change and sea level rise. This would provide a transitional zone into Quarr and Binstead where the proposed policy is to allow natural retreat to occur. | | |

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Bembridge, Forelands and Whitecliff Bay



Shoreline Management Plan - Proposed Policies:

Much of the frontage from Bembridge to Whitecliff Bay is of international importance for nature conservation, particularly the foreshore and Bembridge Ledges (nearshore reefs), which also provide important erosion protection. The cliffs of Whitecliff Bay are subject to active slumping and erosion of the toe of the coastal slope, and together with the erosion of the low cliffs around to Bembridge provide important sediment supply both locally and as a feed

towards Bembridge Harbour. The rock outcrop has retained sediment along the backshore and local defences have been constructed taking advantage of this. There will be increased pressure on existing defences with sea level rise as the rock outcrop becomes progressively submerged and due to outflanking as adjacent undefended sections of coast erode back. The intent of the plan is to maintain defence to local areas while sustainable to do so. However,

the longer term plan is to manage the natural retreat of the coast. This policy would support efforts to slow erosion through recharge of sediments, where detailed study can demonstrate that this would not significantly impact nature conservation. It is important to maintain the general pattern of sediment drift along the frontage to the north and allow time for the community to adapt to long term coastal change.

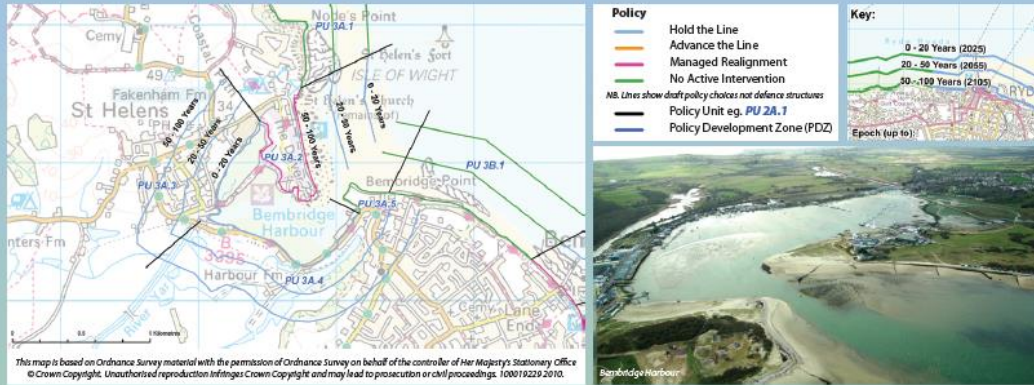
| PDZ 3 | Present day: Years 0 - 20 | Medium-term: Years 20 - 50 | Long-term: Years 50 - 100 |
|-----------------------------|---|----------------------------|--|
| 3B.1 Bembridge | No Active Intervention: Erosion on this coast is relatively slow with few assets at risk. The proposed policy here is no active intervention. This would not preclude maintenance of existing limited private defences although this should not impact on the nature conservation interest or impose a constraint on sediment supply to the north. | | |
| 3B.2 Lane End | Hold the Line: Existing defences to be maintained in the short and medium term. The plan is to make best use of the current defences. There is not the intent to significantly raise defences, or to extend them beyond their present length. | | Managed Realignment: In the long term there would continue to be management of the area to slow erosion but with no intent to construct new hard defences. As existing defences fail, managed realignment would be implemented. The aim would be to increase the time before property was affected or lost and to maintain local use of the frontage. Continued monitoring will provide improved advice to property owners as to when property might be lost. |
| 3B.3 Foreland | Managed Realignment: Manage sediment drift locally to slow erosion through beach management, without impacting on sediment drift to the north and nature conservation values. | | |
| 3B.4 Foreland Fields | Hold the Line: Existing defences to be maintained in the short and medium term. The plan is to make best use of the current defences. There is not the intent to significantly raise defences, or to extend them beyond their present length. | | |
| 3B.5 Whitecliff Bay | No Active Intervention: The important geological, nature conservation interest and landscape of the area supports a continued policy of no active intervention in this area of high, actively retreating cliffs. Adaptation to cliff top retreat will be required. | | |

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Eastern Yar Valley and Bembridge Harbour



Shoreline Management Plan - Proposed Policies:

| PDZ 3 | Present day: Years 0 - 20 | Medium-term: Years 20 - 50 | Long-term: Years 50 - 100 |
|--------------------------------|---|---|---------------------------|
| 3A.1 Priory Bay | No Active Intervention: At Horestone Point, within Priory Bay and at Node's Point erosion of the toe of the wooded coastal slopes will continue, increasing the potential for coastal slope failure and retreat. This may result in loss of areas of the holiday park over a 100 year period. Adaptation to coastal change should be anticipated. | | |
| 3A.2 St Helens Duver | Hold the Line: The Duver is a sand spit which provides shelter to Bembridge Harbour. It is home to important habitats, homes and businesses. Along the outer face of the Duver the plan is maintain the coastal defence for the next 50 years, in accordance with historic local management requirements. The seawall is managed by the Isle of Wight Council and funding for maintenance will be secured locally. At the southern end of the Duver, private defences support the local marine industry and properties. These private defences can also be maintained for 50 years. Along the inner shore of the Duver there will be increasing risk of flooding from the harbour in the future. Here, existing defences can be maintained, but there is not the intention to provide a continuous line of defence against flooding. Access routes along the Duver should adapt to future change. It is important to allow continued supply of beach sediments to the Duver from the nearby coastline. | Managed Realignment: In the long term, the line of the seawall will be become increasingly difficult to maintain and vulnerable to extreme storm conditions. Transfer to a policy of managed realignment. The whole frontage would continue to be managed, by maintaining defences at key locations while allowing some sections to realign. This would strengthen the natural resilience of the Duver against overtopping and potential breach and manage the harbour entrance. | |
| 3A.3 St Helens | Hold the Line: Maintain the defences at their current level for the next 100 years along the waterfront of St Helens, protecting areas of residential, commercial and recreational facilities from flooding. Defences are privately owned. It is recognised that securing central government funding will be difficult for this frontage and homeowners and businesses should be prepared to take action to protect their properties from flooding. | | |
| 3A.4 Embankment Road | Hold the Line: Embankment Road runs along the back of Bembridge Harbour. It is a sea defence structure that prevents tidal waters from entering the Eastern Yar valley, reducing salt water in Brading Marshes (which are internationally designated freshwater and coastal habitats). Hundreds of properties and businesses within the Eastern Yar floodplain in Bembridge, Brading and particularly in Sandown are at risk of sea flooding without the presence of Embankment Road. Without the defence, the area would become a tidal estuary, flooding important road links across the valley. The plan is to raise the level of the flood defence in line with sea level rise, protecting the Eastern Yar valley and properties bordering the floodplain in Bembridge. This will also preserve Bembridge Harbour. | | |
| 3A.5 Bembridge Point | No Active Intervention: No intervention will be undertaken along the shoreline of Bembridge Point, allowing the groyne (currently in a poor state of repair) to collapse/disappear and the beach and sand dunes to evolve naturally. Allow the supply of beach sediments to continue (from the south to Bembridge Point and from the north to St Helens Duver). The behaviour of Bembridge Point will be considered when planning some realignment of St Helens Duver in the long term and when managing the harbour entrance channel. Future flood risk to properties located to the immediate west of Bembridge Point will be reduced as part of the proposal to raise defences along Embankment Road (see above). | | |

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Sandown Bay

Sandown Bay from Culver Down



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- Policy**
- Hold the Line
 - Advance the Line
 - Managed Realignment
 - No Active Intervention
- NB. Lines show draft policy choices not defence structures*
- Policy Unit eg. **PU 2A.1**
 - Policy Development Zone (PDZ)



Shoreline Management Plan - Proposed Policies:

The aim of the plan for Sandown Bay is to sustain the important economy and tourism use of the area, which is reliant on the beach and the seafront. The surrounding natural landscape is also essential to the character and future of the area.

Large numbers of properties and businesses would be at risk from erosion, cliff retreat and flooding over the next 100 years if the coastal defences are not maintained. Therefore the

proposed plan is to continue to defend the key built areas, while allowing erosion of the natural sections of cliffs to the north and south to continue.

It is important that coastal defences should not encroach beyond areas currently defended. This is essential in maintaining the supply of beach sediment from the eroding cliffs, in addition to maintaining the nature conservation interest. This will result in some loss of property and

historic features; adaptation will be required.

Equally important will be the need to consider options for sustaining beach levels along the defended areas. This will become significantly more difficult as sea level rises. This may involve supplementing the current linear approach to defence with more control on sediment movement with cross-shore structures.

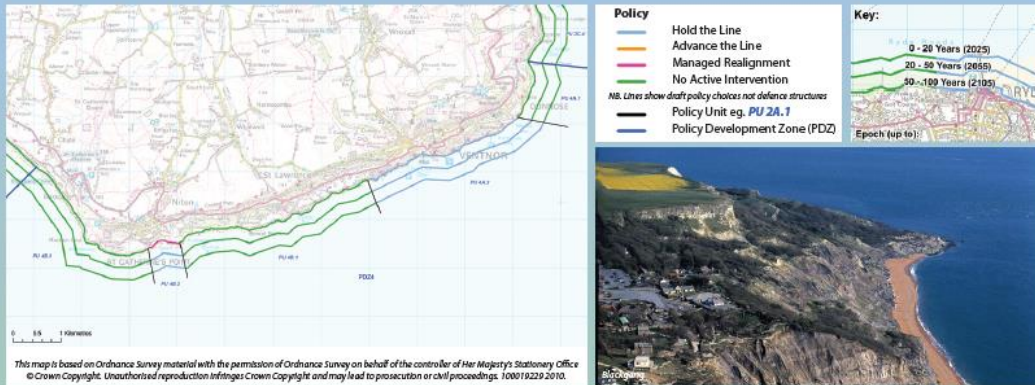
| PDZ 3 | Present day: Years 0 - 20 | Medium-term: Years 20 - 50 | Long-term: Years 50 - 100 |
|--|---|----------------------------|---------------------------|
| 3C.1 Culver Cliff & Red Cliff | No Active Intervention: Active cliff erosion and retreat will continue from Yaverland to Culver Cliff supplying beach sediments to the shore. Culver Cliff will remain as an important headland controlling the shape of the bay. Erosion of the weak cliffs is already outflanking of the adjacent defences and slipway at Yaverland car park. This would require specific attention when developing a programme of future coastal defence works within the Bay. | | |
| 3C.2 Yaverland & Eastern Yar Valley | Hold the Line: The principal issue linking Sandown Bay and the Bembridge Harbour area is the management of the low-lying Eastern Yar Valley. A tidal breach through Culver Parade near Yaverland into the Eastern Yar Valley would place large numbers of residential and commercial properties, significant infrastructure and habitats at risk of tidal flooding. This includes residential and industrial estates on the margins of Sandown and Yaverland as well as tourism businesses lining the shoreline and the Sewage Treatment Works. Road and rail links from Sandown to Ryde, the coastal road and road links crossing the valley to Bembridge and Foreland would also be affected. The policy is therefore to hold the line of current defences, including increasing the level of protection when required. It is recognised that this will continue to incur increasing cost (which is likely to be justified) in the future and this will also result in a marked change from defence to natural erosion to the north of Yaverland. The defences will be increasingly relied upon in the future as sea level rises. An alternative approach would be to allow and manage a breach through the seawall into part of the Eastern Yar Valley. This has the potential to restore natural estuary conditions to the upper Yar Valley. It could also provide a far more natural transition to the open coast to the north and assist in retaining beach sediments within Sandown Bay to the south. However, there would be substantial economic, environmental and social implications of this. These would include: loss of nationally designated sites but opportunity for significant saline habitat, the need for either new defence to be created around the edges of the new estuary or the need to move property and infrastructure, and the need to safeguard important transport routes. At the level of the investigation undertaken by the SMP, none of these issues can be addressed. The approach would need extensive co-ordinated planning and is not something that is likely to be considered within the first two epochs. The SMP, therefore, cannot recommend this as policy but this could be investigated in a future Strategy as a potentially more sustainable but challenging alternative for managing the shoreline. | | |
| 3C.3 Sandown & Shanklin | Hold the Line: All along the former sea cliffs of Sandown Bay, significant cliff foot amenities and infrastructure and cliff top properties will be increasingly at risk from coastal erosion and cliff retreat over the next 100 years. The policy is therefore to hold the line of the current defences. Sub-aerial weathering and local failures will continue to occur along the steep defended sandstone cliffs and talus slope, but defences will prevent widespread cliff reactivation and retreat. At Shanklin the shoreline is held significantly in advance of the former seacliffs by the current defence line and the Hope Groyne which protects the only access road to Shanklin esplanade. | | |
| 3C.4 Luccombe | No Active Intervention: The shoreline will undergo continued erosion and cliff recession. Sediment provided by this cliff is important to sustaining beaches within Sandown Bay. Locally some properties may be at risk in the long term and the access road to Luccombe will also become more vulnerable. Management at the southern end of the Shanklin promenade may provide protection to some of these properties, but the intent would be that defences did not encroach further south than at present, also that any changes to the management of the existing defence would not interfere with the important supply of sediment to the bay. | | |

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Ventnor Undercliff

Ventnor Undercliff

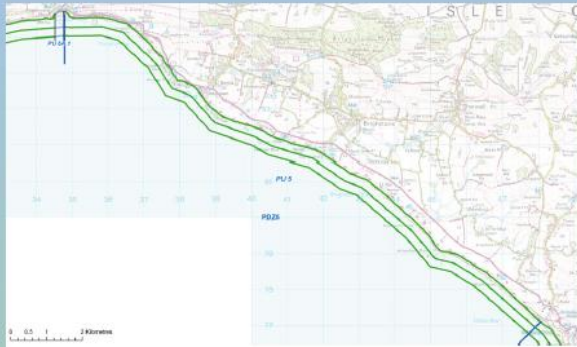


Shoreline Management Plan - Proposed Policies:

| PDZ 4 | Present day: Years 0 - 20 | Medium-term: Years 20 - 50 | Long-term: Years 50 - 100 |
|--|--|---|---------------------------|
| 4A.1 Dunnose | No Active Intervention: Coastal cliff retreat and landslide reactivation will continue along the undefended coast from Luccombe to Monks Bay. It is important to maintain natural evolution of this coast to the continue sediment supply to the local shorelines. Coastal access through the footpath network will need to adapt to change. | | |
| 4A.2 Ventnor & Bonchurch (Monk's Bay to Steephill Cove) | Hold the Line: The intent of management for this area is to maintain the community and economic viability of Ventnor and surrounding settlements. This will be achieved through continuing provision of coastal defences to prevent erosion and minimise the likelihood of reactivation of the Ventnor Undercliff Landslide Complex. Maintain and improve the existing defence line of seawalls and rock revetments (supplemented by soft engineering) to directly protect coastal properties, assets and access from erosion. This will also prevent erosion removing the lower terraces of the landslide complex, which would trigger ground movement in the terraces above underlying the town. The coastal defences will not be extended and the transitions of defences to the adjacent eroding shorelines can be adapted. Landslide management will continue, including monitoring, planning guidance and controlling water in the ground, working with homeowners and utilities to manage the risk. Long term risks of landslide reactivation remain and will increase in a changing climate. Continuing shoreline management will allow time for the community to adapt in the longer term. | | |
| 4B.1 St. Lawrence Undercliff | No Active Intervention: The western half of the undercliff is more natural in character and the plan in this area is to allow natural change of the coastline to continue. Periodic coastal slope reactivation, relatively sparse and set-back development and the natural environment of the area do not justify an alternative approach. It is recognised that adaptation is required, alongside recommending maintaining the Undercliff Drive road access for as long as possible with minor works. Maintaining the road link could not be achieved through shoreline management and there are no proposals to construct or extend coastal defences in this area. The area is vulnerable to the impacts of climate change which will reduce slope stability. | | |
| 4B.2 Castlehaven | Hold the Line: At Castlehaven the plan is to maximise the benefit of existing defences by maintaining the recent coastal protection and slope drainage scheme. It is anticipated that this will minimise slope reactivation and retreat for up to 50 years, allowing time for the cliff top community to adapt to long-term change. It is recognised that this area is a response to specific local characteristics and the larger-scale and long-term character of the coastline of the western undercliff is a return to increasingly natural behaviour and coastal slope reactivation. | Managed Realignment: In the long term the area will transfer to a policy of managed realignment (retreat), dependent on slope stability at the time and the functioning or deterioration of the former defences. If coastal retreat can no longer be effectively minimised, or defences are no longer required, the area would transfer to a policy of no active intervention. | |
| 4B.3 St. Catherine's & Blackgang | No Active Intervention: The undefended western end of the landslide complex at Blackgang and St Catherine's Point is the most exposed to wave attack and the scale of active landsliding and cliff retreat means that the current policy of no active intervention and adaptation is recognised as the only sustainable option for the future of the area. This is in-keeping with the natural coastal landscape, nature conservation interest and sediment supply. Local businesses are practicing progressive retreat and relocation while maximising the benefit of the coastal location in the short to medium term. There is no justification for an alternative shoreline management policy in this area. | | |

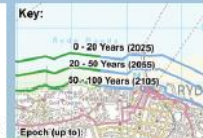
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- Policy**
- Hold the Line
 - Advance the Line
 - Managed Realignment
 - No Active Intervention
- NB. Lines show draft policy choices not defence structures*
- Policy Unit eg. PU 2A.1
 - Policy Development Zone (PDZ)



Shoreline Management Plan - Proposed Policies:

| PDZ 5 | Present day: Years 0 - 20 | Medium-term: Years 20 - 50 | Long-term: Years 50 - 100 |
|--|--|----------------------------|---------------------------|
| 5.1 Central Chale Bay to Afton Down | <p>No Active Intervention: The intent of the plan is to maintain the important nature conservation, geological and exceptional landscape quality of the area through cliff erosion and retreat. Maintaining the unbroken length of undefended eroding cliffs is an essential component of the management intent of this area, avoiding a fragmented approach to shoreline management. It will also maintain sediment supply from the eroding cliffs. The existing road alignment and a limited number of assets will be at risk over the next 100 years, and although these are important, they are insufficient to justify an alternative approach along this natural coastline. As cliff retreat continues, it will be necessary to re-route or divert sections of the A3055 road link. There will be the need to adapt to continuing coastal change throughout the next 100 years.</p> | | |

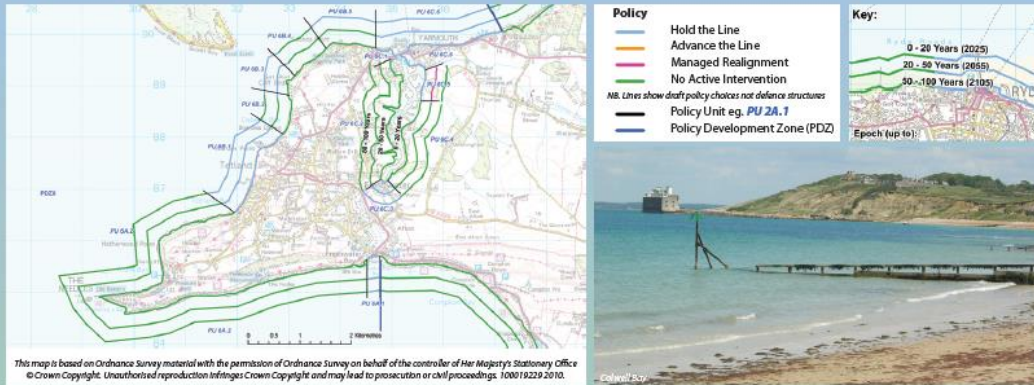


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West Wight: Freshwater, Totland, Colwell and Norton

Needles Headland



Shoreline Management Plan - Proposed Policies:

It is important to preserve the spectacular natural coastline of Tennyson Down, Alum Bay and Headon Warren by allowing coastal erosion to occur. To the north, the coastline from Totland to Norton is characterised by a mixture of defended headlands and undefended bays of retreating weak cliffs. In this area the proposed plan is to maximise the benefit of the existing defence structures, then to

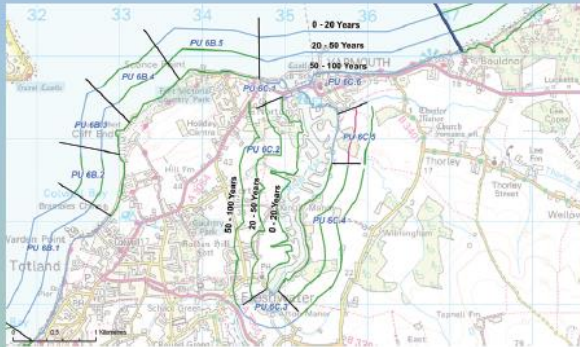
adapt to a more natural coastline over the medium to longer term. This will minimise future reliance on coastal defences and avoid long-term increased embayment of retreating bays between fixed headlands. The intention is to avoid the fragmented approach likely to result from previous shoreline management policies (which were set for 50 years) and transfer to a more sustainable approach between 50 and 100 years time.

Where development is relatively sparse the plan is to transfer to a policy of no active intervention in the medium to long term on this rapidly changing coastline. Although the general intention is to adapt to future change, the specific intention of the proposed plan is to allow maintenance of existing defended frontages in the short to medium term for the benefit of the local communities, and to allow time for the areas to adapt.

| PDZ 6 | Present day: Years 0 - 20 | Medium-term: Years 20 - 50 | Long-term: Years 50 - 100 |
|---|--|--|---|
| 6A.1 Freshwater Bay | Hold the Line: At Freshwater Bay the seawall provides flood defence for Freshwater and the low-lying Western Yar Valley. The intention is to maintain and raise the level of the existing flood defences, to maintain the road and support or enhance the protective beach. This defence needs to be managed in conjunction with Western Yar Estuary to prevent tidal breach through from the south coast of the Island to the Estuary in the medium to long term. This will preserve transport links crossing the valley which are essential to sustaining effective communities in Totland and the West Wight. | | |
| 6A.2 Tennyson Down, Alum Bay, Headon Warren | No Active Intervention: This area is very important in terms of nature conservation interest, unspoilt landscape and tourism and amenity use. The intent of management is to maintain this natural character through a continuous policy of no active intervention along the high undefended cliff lines, with continuing coastal erosion and cliff retreat. There is no economic justification or requirement for an alternative approach. There will be the need to adapt to continuing coastal change throughout the next 100 years. | | |
| 6B.1 Totland & Colwell | Hold the Line: Defences fronting Totland, Warden Point and southern Colwell Bay should be replaced to maintain the community and seafront access, where it is economic to do so. In this area, erosion would retreat back through a number of coastal properties and on into the developed areas behind, as the weak cliffs are at risk of landslip and retreat. Maintaining the defences will reduce the risk of cliff failures but it should be recognised that the coastline will still be vulnerable to the impacts of climate change, including winter rainfall destabilising the weak cliffs. There are not proposals to extend the current defences. | | |
| 6B.2 Central Colwell Bay | No Active Intervention: Erosion and retreat of the cliffs will continue, providing sediment to the beaches, allowing natural adaptation of the habitats, and maintaining the geological interest and landscape. | | |
| 6B.3 Fort Albert | Hold the Line: Existing coastal defence structures that are currently relied upon can be maintained to extend their life into the medium term, to maximise their benefit for protecting Fort Albert, cliff top residences and holiday developments and access to the Fort. Erosion and retreat of the adjacent shorelines to the north and south will continue. | | No Active Intervention: Transfer to a more sustainable approach in the long-term, allowing the local community time to adapt to co-exist with a more natural retreating coastline. |
| 6B.4 Fort Victoria Country Park | No Active Intervention: Erosion and retreat of the cliffs will continue, providing sediment to the beaches, allowing natural adaptation of the habitats, and maintaining the geological interest and landscape. | | |
| 6B.5 Fort Victoria & Norton | Hold the Line: Sections of the defences along this unit are already in poor condition, with more recent defences in the east of the unit, fronting grassed areas. Existing structures can be maintained to extend their life through the next 20 years. | No Active Intervention: This area does not have the same economic justification for defences as intensively developed frontages elsewhere on the Island, although local facilities provided in the area are important. The intent is to gradually reduce the influence of management in the medium to long term. Transfer to a policy of no active intervention would not preclude maintenance of private defences. Adaptation of the access to Fort Victoria and use of the area should be considered in the short to medium term. | |

www.coastalwight.gov.uk/smp





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- Policy**
- Hold the Line
 - Advance the Line
 - Managed Realignment
 - No Active Intervention
- NB. Lines show draft policy choices not defence structures*
- Policy Unit eg. **PU 2A.1**
 - Policy Development Zone (PDZ)



NEWPORT SPIT AND YARMOUTH

Shoreline Management Plan - Proposed Policies:

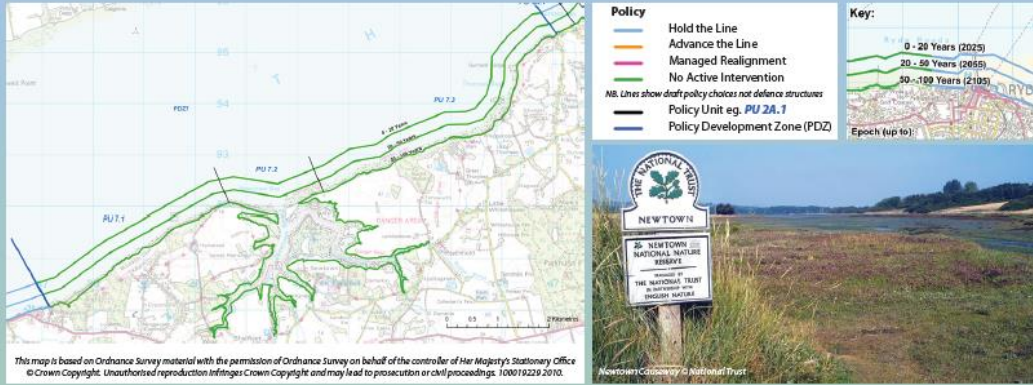
| PDZ 6 | Present day: Years 0 - 20 | Medium-term: Years 20 - 50 | Long-term: Years 50 - 100 |
|---|---|--|---|
| <p>6C.1 & 6C.6 Yarmouth town, Norton Spit & Port la Salle</p> | <p>Hold the Line: Maintain and improve defences around Yarmouth against tidal flooding and erosion. The intent of the plan is to protect the important town of Yarmouth, maintain the functioning of the harbour and continue road access to Newport and by bridge to West Wight. Allowing maintenance of the defences sheltering the harbour and lining the ferry terminal will retain these important assets for the local and wider community. The importance and vulnerability of the community of Yarmouth is recognised and clearly stated in this SMP, although challenging issues remain to be addressed at Strategy level. These include developing a proposal to raise the level of protection of both public and private defences which is co-ordinated, achievable, economically robust and maintains (or co-exists alongside) the historic character and use of the town and the surrounding natural environment. To the east of Yarmouth, the intention is to maintain the position of the existing defence line from Yarmouth to Port la Salle, protecting properties and the key road link from Newport which provides access to Yarmouth and the West Wight. The potential for increasing interaction of Thorley Brook with the adjacent coastline and the issues surrounding the town of Yarmouth and the Estuary require a coordinated management approach.</p> | | |
| <p>6C.2 & 6C.4 Western Yar Estuary (eastern & western shores)</p> | <p>No Active Intervention: Within the Western Yar Estuary the intention is to reduce management and allow the Estuary to adapt naturally to sea level rise through all three epochs. The majority of the frontage is currently undefended, although a policy of no active intervention cannot preclude maintenance of existing short stretches of private defences on the western bank linked to local businesses and properties. The nature conservation interest and habitats important to the character of the area will adapt to coastal change.</p> | | |
| <p>6C.3 The Causeway</p> | <p>Hold the Line: At current southern tidal extent of the Estuary the intention is to maintain and improve the short length of flood defence at the Causeway bridge. This will prevent tidal inundation of the properties and habitats upstream in Freshwater and prevent the sea flooding the low lying valley from Freshwater Bay to Yarmouth, which would cut transport links to West Wight communities.</p> | | |
| <p>6C.5 Thorley Brook & Barnfields Stream</p> | <p>Hold the Line: On the eastern bank of the Estuary historic embankments and some defences protect the entrances to Thorley Brook and Barnfields Stream, areas of important nature conservation interest. There is clear potential to remove defences and restore more natural behaviour and operation of these inlets. The intent is to maintain defences in the first epoch, to allow time to plan for adaptation of habitats and importantly to assess and minimise the future impact of restoring natural behaviour on adjacent properties and infrastructure.</p> | <p>Managed Realignment: Allow increasing tidal inundation of Thorley Brook and Barnfields stream, providing benefits for nature conservation interest, reducing the future reliance on defences and restoring focus onto other more critical defences elsewhere. Increasing tidal inundation of Thorley Brook would need to be co-ordinated with maintenance of the coastal defences protecting the adjacent Newport-Yarmouth coastal road. Adapt the cycle route with a bridge or link, or accept tidal inundation of this route will sometimes occur and adapt the design accordingly. Implementing this management approach will not instantly place Yarmouth on an 'island' but instead will allow tidal flooding to encroach into the inlets increasingly frequently over the next 100 years. Short lengths of defence bordering the new floodplain may be required.</p> | <p>No Active Intervention: In the long term the intention is to transfer to a policy of no active intervention, in line with the rest of the estuary shoreline, allowing natural adaptation to sea level rise. Within this overall intent, specific short areas surrounding the new tidal inlets may require a policy of hold the line to protect specific assets or infrastructure.</p> |

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Bouldnor, Newtown Estuary and Thorness

Newtown © National Trust



Shoreline Management Plan - Proposed Policies:

| PDZ 7 | Present day: Years 0 - 20 | Medium-term: Years 20 - 50 | Long-term: Years 50 - 100 |
|---|--|----------------------------|---------------------------|
| 7.1 & 7.3 Bouldnor, & Thorness Bay | <p>No Active Intervention: The character of the area is one of a naturally evolving coastal and estuary system and the intent of the plan is to maintain the important nature conservation and landscape quality of the area. Along the Bouldnor and Thorness coastlines the plan is for the coastal slopes and habitats to continue to evolve naturally, supplying sediments to the shoreline. In the medium to long term increased erosion and higher winter rainfall are likely to increase landsliding and coastal retreat and may impact upon several properties and part of the holiday park in Thorness Bay and at Cranmore. Tidal flooding within low-lying Thorness Bay is expected to increase.</p> | | |
| 7.2 Newtown Estuary | <p>No Active Intervention: The character of the area is one of a naturally evolving coastal and estuary system and the intent of the plan is to maintain the important nature conservation and landscape quality of the area. In Newtown Estuary the intention is to allow tidal flooding and erosion to occur. This would not preclude local management by the landowner during the first epoch to maintain existing quay structures and access walkways. The shelter provided by the two entrance spits is likely to reduce. Habitats within the estuary, which support international nature conservation designations, will develop in a natural and dynamic way in response to coastal change, with a gain in intertidal habitats likely. In the future tidal flooding may periodically inundate local access roads. Coastal change will impact upon heritage sites and intertidal archaeology.</p> | | |



www.coastalwight.gov.uk/smp



Annex 13. Press Releases by the Isle of Wight Council on the 3-month public Consultation on the Draft SMP in Summer 2010.

COASTAL CHANGE PLAN TO GO ON PUBLIC DISPLAY Date Published: 21/07/2010

A plan that sets out draft proposals for how agencies including Isle of Wight Council will manage coastal flooding and erosion risks in future is being published this week.

From Friday 23 July, members of the public can send in their views on the draft of the New Shoreline Management Plan (SMP) up until 23 October. The SMP can be seen at www.coastalwight.gov.uk from 23 July and also at Newport Library in the reference library. It can also be seen by appointment only at the Coastal Visitors Centre in Ventnor by calling (01983) 857220.

An exhibition will also be visiting various other areas across the Island in September. On Monday 13 September it will be at Northwood House in Cowes before moving to Ryde Castle the following day. On Wednesday 15 it will be at Wootton Bridge Community Centre while on Thursday 16 it will be at Yarmouth Institute. Its final stop will be at Sandown Library on Friday 17 September.

An SMP is a large-scale assessment of the risks associated with future coastal change over the next 100 years. It seeks to reduce these risks to people and the environment and develop policies outlining how the shoreline should be managed in the future.

The review of the New Shoreline Management Plan is being led by the Isle of Wight Council in partnership with Environment Agency.

Full details about the SMP can be found by logging on to www.coastalwight.gov.uk/smp

MOBILE ROADSHOW FOR SHORELINE MANAGEMENT PLAN Date Published: 02/09/2010

A series of exhibitions about plans that detail the future management of coastal flooding and erosion risks on the Island over the next century will go on display this month.

The proposed Shoreline Management Plan (SMP) is currently available to view and comment on until 23 October online at www.coastalwight.gov.uk/smp and also at Newport Library (Reference Library) and Ventnor's Coastal Visitors' Centre (by appointment by calling 01983 857220).

From 13 September, a mobile exhibition will be touring the Island in various locations, giving detailed information about the plan.

The exhibition will be available at:

13 September: Northwood House

14 September: Ryde Castle

15 September: Wootton Bridge Community Centre

16 September: Yarmouth Institute

17 September: Sandown Library

The exhibitions are open between 1400 - 1900 each day and anyone can visit. They will feature display stands, a full copy of the SMP, consultation response forms and officers who will be able to answer questions.

In addition, up to 23 October, the exhibition panels can also be viewed online at www.coastalwight.gov.uk/smp or are on display at the Coastal Visitors' Centre in Ventnor (please tel. 01983 857220 in advance to ensure the display is open when you wish to visit).

Isle of Wight Council cabinet member responsible for the environment Edward Giles said: "This is a key document for the future of the Isle of Wight's coastline. The area covered by this plan is extremely varied, ranging from key coastal towns and ferry

links to natural areas that are protected.

"It is therefore very important that any future proposals to address coastal flooding and erosion risks to our communities and industries create a sustainable future for the Island."

The Environment Agency's Area Flood and Coastal Risk Manager John O'Flynn said: "We have worked closely with Isle of Wight Council to investigate the different options for future management of the Island's shoreline. It is vital that local people are involved and we strongly encourage everyone to view the plans and have their say at one of our exhibitions"

The review of the SMP is being led by IW Council in partnership with the Environment Agency.

Annex 14. Letter to over 300 Stakeholders and Elected Members announcing the start of the 3-month period of public consultation on the Draft Plan and proposed policies, July 2010.

From:

Coastal Management, Coastal Visitors Centre, Salisbury Gardens, Dudley Road, Ventnor, Isle of Wight PO38 1EJ

Tel (01983) 857220
Fax (01983) 856208
Email smp@iow.gov.uk
Web www.coastalwight.gov.uk/smp

Our Ref:
Your Ref: SMP2

27th July 2010

Address

Dear _____

ISLE OF WIGHT SHORELINE MANAGEMENT PLAN 2

> Publication of the Draft SMP2 for a 3-month period of Public Consultation in summer 2010 (23rd July to 23rd October 2010).

We are pleased to announce that the Draft Shoreline Management Plan 2 for the Isle of Wight has been prepared and was published on Friday 23rd July for a 3-month period of public examination. Details are provided below of how to view the Draft Plan and how to submit your comments on it, together with an invitation to attend a Preview at the consultation events.

The Isle of Wight Shoreline Management Plan (SMP2) sets out policy for the management of coastal flooding and erosion risks around the Isle of Wight coastline and estuaries. We are writing to all individuals, representatives and groups with an interest in the shoreline who are stakeholders in the developing plan, following on from our last public meeting held in Cowes in April.

The new SMP contains proposed policies for the future management of each section of shoreline, looking ahead over the next 0-20, 20-50 and 50-100 years. The proposed policy choices can change through these time periods to seek a more sustainable future for an area. The aim of this can be to create less reliance on defences in the future, to make best use of existing defence structures, or to allow time for an area to adapt and plan for future coastal change. Many of our Isle of Wight coastal communities are strongly

reliant on the shoreline for marine and tourism industries as well as for recreation and enjoyment of the natural environment. It is important that the new SMP supports and balances these interests, but also reflects the challenges as well as the opportunities that are likely to arise in future shoreline management.

The Draft SMP explains the process of developing the Plan and the factors that have led to the proposed policies. We look forward to receiving your comments on the draft proposals.

A Summary Leaflet is enclosed. The full Report, containing details on the individual policies, as well as a series of Appendices, is also now available.

We want to hear from you. The public consultation period is now open from 23rd July to 23rd October 2010.

- The Draft SMP is available online at www.coastalwight.gov.uk/smp
- Alternatively, paper copies of the document are also available to view at:-
 - Lord Louis Library in Newport (Reference Library);
 - Coastal Visitors' Centre in Ventnor (by appointment –tel. 01983 857220).
- An SMP2 exhibition will visit venues in Cowes, Ryde, Wootton, Yarmouth and Sandown during the week beginning 13th September (approximately half way through the consultation period) –Please see the enclosed Poster for full details.
- If you would like more copies of the Poster to display, please do not hesitate to contact us.

A *Consultation Response Form* is enclosed, or please visit www.coastalwight.gov.uk/smp where the form can be completed and submitted online.

The deadline for comments is 23rd October 2010. We would like to encourage the early submission of comments -we would be very grateful if you were able to assist in this way. Following the end of the consultation period, the results of the consultation will be published and the results will be used to review and set the final policies in November. The Final SMP will be completed in December 2010, to be adopted by the Isle of Wight Council and the Environment Agency Regional Flood Defence Committee.

An Invitation

The enclosed Poster provides details of the roadshow of exhibitions taking place in September. The exhibitions are open to 'drop in' at any time, to view a series of introductory and summary display panels, to view a copy of the SMP2 or talk to the team who will be available to answer your questions. The exhibition is open to the public from 2pm to 7pm each day.

We would like to invite you to a **preview from 1pm** each day to visit your nearest event to have a look around and to talk to representatives from the Steering Group before the meeting opens to the general public. If you are unable to attend between 1-2pm, please alternatively visit anytime from 2-7pm each day.

Thank you for your interest in the SMP and for your time.

We look forward to hearing from you.

Yours sincerely,

Jenny Jakeways
Senior Coastal Geomorphologist

Peter Marsden
Principal Coastal Engineer

Annex 15 Photos from the Consultation Roadshow in Ryde (14th September 2010) and showing the display boards only at Sandown (17th September 2010)





Annex 16. Series of Maps showing the location or area of interest of people attending the SMP2 Roadshows and Exhibition in September 2010.

Visitors to the roadshows during the public consultation period were asked to add a sticker to a map to mark their location or interest, to build up a picture of the areas of interest, as shown below (nb. there is no meaning in the varying colours of the stickers)



Wootton Creek area.



Yarmouth and the West Wight area



Cowes and Gurnard area



Sandown Bay area



Ryde and Bembridge areas



Additional Island wide locations of interest

Annex 17 FULL CONSULTATION REPORT: Spreadsheet containing all public comments received during the 3-month public Consultation on the Draft Plan and proposed policies, with replies to each comment by the Steering Group

| SMP2 Public Consultation Comments as Resolved by the CSG: | | | | | | | Key: | | |
|---|---------------------|---|--|----------------------------|-----------------------------|---------------------------|---|--|---|
| | | | | | | | Change/action required to the SMP Document | | |
| | | | | | | | No change required to the SMP Document | | |
| | | | | | | | To be included within the Action Plan of the SMP | | |
| | | | | | | | To be taken forward to the Strategy Study | | |
| Ref.number or Date(via web) | Reason for Interest | Organisation/ Postcode | Policy Unit | Short Term Policy to 2025? | Medium Term Policy to 2055? | Long Term Policy to 2105? | Please tell us the reasons for your answers: | Any additional comments: | SMP Steering Group Comments and Decisions |
| PDZ1 Comments -Cowes and the Medina Estuary | | | | | | | | | |
| 1 | Resident | PO31 | PDZ1 (Gurnard Luck & Gurnard Cliff PU 1A.1 & 1A.2) | Disagree | | | I am particularly concerned about the area of the coast between Gurnard Sailing Club and the bridge at Gurnard Luck, around half a mile west. This area is marked as a green line on your proposed policy. Having seen your display at Northwood House your team identified this area as having some sort of geological fault, which is causing more slippage. I have two photographs taken by Beken of Cowes around 1900, one of which shows a Regatta in progress, which clearly shows a lagoon at the bottom of Solent View Road. The lagoon has now disappeared but the shoreline remains the same. The reason the lagoon has now gone is more likely to be due to excessive dredging, which took place in the Solent, not erosion. Whatever the reason some erosion is taking place - as can be seen just east of the restaurant which is now called 'The Little Gloster' on Marsh Road. This erosion could easily have been prevented by some coastline protection at the first indication of damage. Whilst your management teams main effort appears to be to maintain the best protection against flooding albeit with limited finance available perhaps, some thought should be given with regard to coastal protection i.e. prevent flooding in the Marsh Road area, at the same time helping the island residents with access to the coast, helping with tourism by building a sea wall combined with a coastal path from Gurnard Sailing Club to the Luck at Gurnard Marsh. The main criteria of the government's recent legislation ie. the marine access bill was to give the public more access to the coast. Perhaps funding may be available under this bill. | | Thank you for your comment and for this information. The intention of the SMP is to assist the reduction of flood risk to properties along Marsh Road (near Gurnard Luck) for the next 20 years with the 'Hold the Line' policy to support the community, recognising the aspiration to maintain the private defences, whilst anticipating and encouraging further medium and long term adaptation over the next 50 to 100 years. The IWC will continue to examine the potential of the Marine Access bill, but along Gurnard Cliff (between low-lying Gurnard Luck and the start of the seawall to the north-east in Gurnard Bay), there is currently no line of defences to 'hold' or maintain, and it is anticipated that this area of coastal slopes will undergo gradual retreat and change. Further information can be found in Chapter 4.2 of the SMP. |
| 2 | Representative | Councillor for Cowes and South Northwood PO31 | PDZ1 | Strongly Agree | Strongly Agree | Strongly Agree | Correct evaluation as set out in presentation [roadshow exhibition]. Very well set out and displayed presentation which is easy to understand. | | Thank you for this comment. |
| 3 | Representative | IWC Councillor (Cowes West & Gurnard) | Gurnard Luck & Gurnard Cliff PU 1A.1 & 1A.2 | | | | Last week I attended the Shoreline Management Plan consultation in Cowes. Within Cowes and (especially) Gurnard the future proposals could be of some concern to those residents affected. On Marsh Road the Plan advises to Hold the Line until 2025 and thereafter take No Active Intervention and for Gurnard Cliffs (Solent View Road) the proposal suggests No Active Intervention. Having given this matter some thought, I was hoping to do a letter drop concerning these proposals to residents affected alerting them to the ongoing consultation. However, before this I first wanted to fully understand what No Active Intervention actually meant, and how this should affect residents undertaking private coastal protection work to prevent their gardens falling in to the sea, particularly on Solent View Road. | | Sept2009, P.Marsden, Steering Group: The NAI policy and what it means for the frontage is explained within the document so could I perhaps refer you to Chapter 4.2 but in particular; Section 1.3 pg 73, section 1.5.2 pg 78, section 2.2 pgs 84-88, section 3 pgs 92 and 93, and the Summary pgs 101 to 103. That said most of pages 73 to 103 will be of interest to you. The document can be found at www.coastalwight.gov.uk/smp then click the green button marked Draft SMP July 2010, and the whole document is readable in pdf format. If you would like additional SMP consultation leaflets and response forms, please let me know. I hope this is helpful, but if you want to chat it through please contact us. [UPDATE: Letter prepared & issued, also due for discussion at Gurnard Parish Council on 12th October 2010]. |
| 10/05/2010 | Representative | Isle of Wight Gardens Trust | 1A.6 East Cowes Outer Esplanade | Strongly agree | Agree | Agree | Our interest relates to the amenity space parkland and woodland at the eastern end of the East Cowes Esplanade up to and including Old Castle Point. | We note that the policy is in accordance with the NE Coastal Strategy published in 2004. Whilst we regret the potential loss of this area in the medium to longterm we accept that in terms of cost benefit this is a pragmatic approach to the future management of coastal defence in this area. | Thank you for this comment. |

| | | | | | | | | | |
|---|---------------------------------------|--|------------------------------|----------------|----------------------------|----------------------------|---|---|---|
| 10/05/2010 | Representative | Isle of Wight Gardens Trust | 1A.3 Gurnard to Cowes Parade | Strongly agree | Strongly agree | Strongly agree | With have an interest in the future of Princes Green which is on the Local List as a significant Historic Public Park. | We note that the information shows the potential for this area to be lost within 100 years if coastal defence is not maintained. [Also] Charitable Trust established in 1989 and registered with the Charity Commission in 1995. The Trust was established to promote the education of the public on matters connected with arts and sciences of garden law and to preserve, enhance and recreate for the education and enjoyment of the public whatever garden land may exist or has existed on the Isle of Wight. Our activities include the surveying and recording of historic parks and gardens of the Isle of Wight, the promotion of the understanding of these gardens by lectures, courses and visits and making available advice and information and technical and financial assistance for the restoration, recreation, maintenance and management of these historic parkss and gardens. | Thank you for this comment. |
| 10/22/2010 | Landowner | PO31 | PDZ1 - Gurnard Luck | Strongly agree | Neither agree nor disagree | Neither agree nor disagree | I believe that this area should continue to be recognised as a hold-the-line area, even if landowners and residents are responsible for maintaining sea defences at their own expense. Although having read your summary it appears that already defended areas can continue to be defended even under a policy of 'no active intervention'. | | The SMP recognises the aspiration of the local community who wishes to live in this coastal area and has already begun to adapt to flood risk. The SMP supports this aspiration to adapt and maintain defences in the short to medium term, but moving to a policy of no active intervention in the medium to long term reflects the increasing combined risks of coastal erosion, tidal flooding and fluvial flooding in this vulnerable area, which is liable to significant change. The existing community will need to continue to adapt rather than rely on defences in the long term. As noted in your comments, the no active intervention policy cannot preclude maintenance of existing private defences, but the focus of any future works should be to protect the existing properties rather than increase the assets at risk in this low-lying area. |
| | Representative | IWC Councillor (Newport North) | Island Harbour | | | | Further to our recent conversation I mail as promised the relevant extract from the note I received from an Island Harbour resident. The extract reads as follows. START: I am unable to give information on more than the area local to me. The report must have taken much time & money to produce and appears comprehensive and plausible however as with all reports (it would seem) commissioned by the Council there are errors (either purposeful or because of lack of knowledge) in the basic facts. At Island Harbour the area of the Little Luck is not as they present it. The LL is the inlet to the south of the site where the Ryde PS lies. In 1988 a survey of the area showed the sea wall with a sluice. This was a half tide sluice with removable boards above, which allowed the tide to inundate the marsh but as the tide retreated the water in the marsh was retained. At spring tides one could fill the marsh with water & by placing the boards in the sluice, at the top of the tide, retain most of the water so the marsh was wet& if left in this state the water would seep out slowly keeping water in the area at all times. Conversely if the boards were kept in place it prevented the water entering the marsh so the area could be kept dry (relatively). In approximately 1990 the Councils footpaths section repaired the path from the southern boundary of Island Harbour north to the junction of the path with the dry land. This causeway obviously would retain the water in the marsh if it had been continuous. The owners of IH were intent on using this land to build on and for a consideration footpaths dispensed with the sluice (the remains of the structure can still be seen today) and replaced it with a culvert at a level some 1 meter below the level of the sluice. There was now no control of the water as the tide flowed in, and out again without hindrance having the effect of drying the marsh. This act in 1990 changed the status of this area. Whilst the sluice existed the area was the second mill pond (in days of the corn mill a pipe connected the second pond to the first extending the milling period, as this additional water flowed out). Once the marsh was connected to the river by the culvert it became salt marsh to the extent (limits) that the tide inundated the land. The survey of 1988 will define the extent of this salt marsh. The plan attached to the SMP should show this marsh extending landward from the causeway just as it does at Dodnor opposite. At the time of the planning meeting this year I wrote to Mr Murphy reminding him that at the Council planning meeting in 2008 he had stated that 'any areas where works had been carried out prior to the determination of the application these works would not be included in the application'. He confirmed and acknowledged this position by attaching an enforcement number to this area where considerable quantities of spoil had been dumped into the marsh & the boat hard standing extended. He failed to re-advertise this aspect of the application for the 2010 completion of the 08 outline permission and Councillors had no information or opportunity to consider this most important matter. The status of this area of salt marsh has therefore not changed. THERE IS NO PLANNING PERMISSION ON THIS LAND. This report needs correcting to show the full extent of the salt marsh at Island Harbour. One thrust of this report is to talk of increasing this | Thank you for these comments. The saltmarsh around Island Harbour has been accurately plotted. Saltmarsh in this context is tightly defined; it refers to a particular suite of vegetation communities not to any vegetation which may be inundated by saltwater on occasions. It is an area where the extent of saltmarsh will certainly change and could increase over time with rising sea levels. Thank you for your comments welcoming the report, your comments on the volume of technical information are noted. We hope the summary leaflet and sumamry panels used in the exhibition and online were of assistance. At Island Harbour, the policy of 'no active intervention' cannot preclude the maintence of existing private coastal defences, but in an area of future flood risk, adaptation to medium and long term change are encouraged. | |
| 33 | Represenataive / Resident / Landowner | Residents of Grantham Court PO31 | PDZ1 | Strongly agree | Strongly agree | Strongly agree | The residents of Grantham Court are extremely concerned at the number of increasing occasions when the tide breaches the existing sea wall and the flood tide washes up to the boundary wall of Grantham Court. You have received copies of photographs indicating this. The public footpath is being eroded. | | Thank you for this comment and information. The Steering Group notes your concern on the existing flood risk in the area. We will pass this information on for consideration in the West Wight Strategy. |
| PDZ2 Comments -Ryde and the North-east Coastline | | | | | | | | | |
| 09/14/2010 | Representative | Nettlestone and Seaview Parish Council | 2C.4 | Agree | Agree | Agree | Hold the Line' is, in the view of the Parish Council, satisfactory | Concern about the condition and stability of the sea wall in front of Seaview Bay apartments and in front of the properties to the west of the slipway from Pier Road, Seaview | Thank you for your comment. The CSG notes your concern about the condition of the sea wall at Seaview Bay apartments and to the west of the properties of the Pier Road slipway. |
| 09/14/2010 | Representative | Nettlestone and Seaview Parish Council | 2C.3 | Agree | Agree | Agree | Hold the Line' is, in the view of the Parish Council, satisfactory. | | Thank you for your comment. |

| | | | | | | | | | |
|------------|----------------|--|--------------------------|----------------------------|----------------------------|----------------------------|---|--|--|
| 07/28/2010 | Resident | PO34 | Seaview | Agree | Agree | Agree | All looks fine | | Thank you for your comment. |
| 09/15/2010 | Resident | As a local resident, boat owner and keen angler I have a range of interests that cause me to be interested and concerned about the well being of our Island coastline. | PDZ 2 | Agree | | | There appears to be an inevitable logic to the proposals for this zone. I especially like the notion of no active intervention from Players Beach to the mouth of the Medina as the greater part of this area has been relatively untouched over time and covers SSI and other important local areas. | | Thank you for this comment. |
| 10/05/2010 | Representative | Isle of Wight Gardens Trust | 2C.2 Appley and Puckpool | Strongly agree | Strongly agree | Strongly agree | Our interest relates to impact on St Cecilia's Abbey which is on the Local List of Historic Parks and Gardens and to Appley Park, St Clare/Harcourt and Puckpool Park. We support the suggested 'Hold the Line' approach as this will ensure the protection of these areas and their historic and amenity value. | Charitable Trust established in 1989 and registered with the Charity Commission in 1995. The Trust was established to promote the education of the public on matters connected with arts and sciences of garden law and to preserve, enhance and recreate for the education and enjoyment of the public whatever garden land may exist or has existed on the Isle of Wight. Our activities include the surveying and recording of historic parks and gardens of the Isle of Wight, the promotion of the understanding of these gardens by lectures, courses and visits and making available advice and information and technical and financial assistance for the restoration, recreation, maintenance and management of these historic parks and gardens. | Thank you for this comment. |
| 10/05/2010 | | | 2A.1 Osborne Bay | Neither agree nor disagree | Neither agree nor disagree | Neither agree nor disagree | Our interest relates to land at Osborne House and at Norris Castle both of which are on the National List of Historic Parks and Gardens and land at Barton Manor which is on the Local List of Historic Parks and Gardens. We have indicated a neutral stance on the suggested policy as NAI will result in significant future loss of coastal woodland on these estates which will impact upon their setting and design. We have chosen not to take an objecting stance as we understand that coastal defence works (either private or public) would not be economic to establish/maintain. | | Thank you for this comment on the issues and the policy. |
| 4 | Resident | Fishbourne | | | | | Having just taken the time to look at your publication I cannot believe that you think the loss of shoreline in Fishbourne in the next 20-50 years is real. I suggest you consider if an erosion rate on more than 2 metre per year is realistic according to the science if the Poles diminished to a fraction of their present size sea levels would not rise that far. If I'm wrong please be good enough to tell me where and explain the logic and what scientific papers were used to formulate this conclusion. As a tax payer I would hate to think this is just a guess or has this some green political agenda. | | 30/7/2010: Thank you for your email, and the opportunity to respond on this point. The SMP (Shoreline Management Plan) is not suggesting an erosion rate of more than 2m a year for the coast of Fishbourne, so please accept my sincere apologies if the published documents have given this impression. It is in fact a potential erosion rate of 0.4m/yr in this area. To fully answer your question, please could I firstly explain where I think the confusion may have arisen, then I can summarise the erosion info. contained in the new SMP, if I may. Firstly, relating the possible source of the confusion: I am unsure precisely which elements of the new SMP you have seen when you refer to a publication, but from the title of your email concerning a pamphlet I wonder if you may have inferred an estimated erosion rate from the map contained in the Shoreline Management Plan 'Consultation Summary' folded leaflet (for the area of coast between the ferry terminal and the furthest defences along the eastern shore of mouth of the Creek)? -please advise me if this is incorrect. The map contained in the leaflet does not show erosion rates, it shows purely proposed policy options. The three lines drawn over the map are simply a way of attaching three policies to one single section of coast. There are three lines as a policy is proposed for three future time bands (or epochs) -firstly the next 0-20 years, then 20-50 years, then 50-100 years. Because the lines only show the policies (eg. 'Hold the Line' or 'No Active Intervention'), that is why the lines are drawn over the sea for the majority of the Isle of Wight coast, rather than over the land, but unfortunately there was not room to do this inside Wootton Creek or the other estuaries. Therefore, we tried to make clear from the map title of "proposed policies", from the labelling and from the wording contained in the key (saying "nb. lines show draft policy choices not defence structures") that the lines were not marking future erosion. I can only apologise again if this is unclear and has led to confusion, I'm sorry. We have followed a style and model for this map and leaflet that has been successfully used by other SMPs around the country this year (eg. by the Poole and |
| 6 | Representative | IWC Councillor [Ryde West] | PDZ2 (in total) | Disagree | Disagree | Disagree | Keeping north Wight status quo - especially in the east - future erosion and evolution to be checked and slowed. | | The SMP proposed maintaining the status quo and the existing coastal defences along the vast majority of PDZ2, including the continuous defence line in the east from the east of Ryde to Seagrove Bay, minimising the risks of erosion and coastal flooding. |
| 8 | Representative | IOW Industrial Archaeology Society and HEAP Steering Group | [Fishbourne to Ryde] | Strongly agree | Strongly agree | Strongly agree | | Advance shoreline - West Ryde Pier to Fishbourne. Develop as ferry port. | Thank you for your comments and for this information. Your suggestion is noted, but it is not the role of the SMP to develop this kind of major development proposal. The SMP is based on the risks to existing development and shoreline, which along Binstead and Quarr is largely undefended and evolving naturally. |
| 19 | Resident | PO34 | PDZ2 | Strongly agree | Strongly agree | Strongly agree | The land must be protected! | Re. PDZ3, Yaverland Sailing Club should be protected [PU3C.1]. | Thank you for this comment on the policies on PDZ2. Regarding Yaverland Sailing Club in PDZ3, this is located on an actively eroding coastline, currently undefended, of environmental importance and largely natural and undeveloped in character. The SMP recommends that the Sailing Club continues to adapt to the gradual change and retreat. |

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| 35 | Resident / Landowner / former Representative | P033 (formerly of Pelhamfield Resident's Association-now defunct). Personal views: | PDZ2 (Wootton Creek east to Ryde Pier). | Disagree | Strongly disagree | Strongly disagree | This plan – which proposes to do nothing to prevent further erosion between Ryde pier and Binstead Hard/Fishbourne completely misses a golden opportunity to a). create wealth/value b). solve the long standing road layout/traffic problem of NW Ryde c). provide a realistic and economic rejuvenation for the 'Gateway' to IOW. 1). There have been numerous attempts to create a Western Relief Road for Ryde – all of which have failed due to well organised landowners! Opposition and the cost without obvious economic benefit or commercial viability. 2). The most recent scheme to create a 'Gateway' to Ryde has stalled, if not died the death of others. 3). The Victorians had the vision to create the Esplanade from the foreshore spoil 'drifted' eastward by the tides of the Solent. 4). A barrier to the north somewhere near the pier could trap the eroding material from Quarrbeach and Fishbourne area – so providing the opportunity to create a proper ferry terminal/deep water harbour on the 0.5 m to 2 m line between Ryde Roads and the Pier Head. Associated residential and industrial development would follow on 'new' land not owned by present residents of IOW on the Binstead Hard/Ryde West Sands. 5). Access would be via 'empty' land between Ryde House (currently the golf course) and Binstead Road. 6). This might, just might cut the Gaudian Knot of Ryde town poverty of jobs and expanding housing southwards with ever increasing congestion. | Thank you for your comments and for this information. Your suggestion is noted, but it is not the role of the SMP to develop this kind of major development proposal. The SMP is based on the risks to existing development and shoreline, which along Binstead and Quarr is largely undefended and evolving naturally. |
| 10/15/2010 | Representative | Wootton Creek Fairway Association | Ryde & North East Coastline PDZ2 | Disagree | Disagree | Strongly Disagree / Disagree | Wootton Creek Fairway Association has concerns about the detrimental effect to the moorings, amenities and revenue due to the added exposure from the elements of the creek if the shoreline around the creek, particularly the headland and spits, are not protected. | The CSG has considered this comment, however, there is not the economic justification to justify significant works at Wootton Creek. The SMP policy of NAI would not preclude local maintenance, as well as potential for new localised works, subject to private funding and statutory approvals. |
| 5 | Representative | Fishbourne Parish Council PO33 | 2B - Fishbourne general | Agree | Neither agree nor disagree | Neither agree nor disagree | My concern is the definition of 'no active intervention' should be not public financed'. Private investment in these areas should be encouraged. | Thank you for your detailed and coordinated comments. The Steering Group has appreciated the depth of feeling across the Wootton community and has considered these comments. Our response is recorded in the explanation below, which I hope is of assistance to address your concerns. |
| 18 | Landowner | P033 | Wootton Creek and adjacent Coastline (PU2B.1,3,5,7 - Western & Eastern Wootton Creek, Old Mill Pond, Outer Eastern Creek) | Strongly disagree | Strongly disagree | Strongly disagree | The terms of No Active Intervention and Hold the Line are both potentially misleading. The first should conclude with the words "using public money". The second with the words "if public funds are available". | As described in Chapter 1 and Chapter 3 of the SMP, the SMP must select from four policy options for each stretch of coast; Hold the Line, Managed Realignment, No Active Intervention and Advance the Line. These selections are made by considering a number of objectives including the economic cost of protecting built assets, social, historic, environmental and landscape issues. The SMP aims to avoid the management of one stretch of coast adversely affecting adjacent areas. It can be difficult to arrive at a 'best fit' for any particular policy and coastal stretch. It is important to note that this SMP will only recommend a 'Hold the Line' policy where there is an economic justification for defences to protect built assets, regardless of how the policy is funded. |
| 10/19/2010 | Representative | Wootton Bridge Parish Council Fishbourne Parish Council Woodside Residents Association East Bank Residents Quarr Abbey | 2A.1 - Osborne Bay & Kings Quay | Disagree | Disagree | | We want to see Hold the Line. We want existing private defences not only able to be maintained but also to be increased if necessary. We want new defences to be able to be put in (subject to planning). We want planning permission to be at local level - not from quangos & Natural England We have only commented on short & medium term as long term situation unknown | The representatives of our group (as outlined in Item 1) request the Isle of Wight Council:- i. Ensure there is an overall policy of preserving the Island by defending the existing coastline. ii. Support the 'human rights' of Island residents to defend their land and houses from coastal erosion and recognise the right to maintain and improve existing defences as necessary as a core theme in the SMP. iii. Support the 'human right' of Island residents to put in new defences to protect their land and houses from coastal erosion. iv. Simplify planning procedures which support and sustain coastline communities to avoid excessive cost and time. v. Ensure all residential roads are protected, as well as main and arterial roads. vi. Embrace the 'Big Society' concept by devolving responsibility for coastline protection to locally elected bodies and consult formally with local Parish Councils on coastline plans for their area & agree joint solutions with plans & timescales. <i>Continued below</i> |
| 10/19/2010 | | | 2A.2 - Woodside | Strongly disagree | Strongly disagree | | We want to see Hold the Line We want existing private defences not only to be able to be maintained but also to be increased if necessary. We want new private defences to be able to be put in (subject to planning) We want planning permission to be at local level, not from quangoes or Natural England | |
| 10/19/2010 | | | 2B.1 & 2B.5 - Western & eastern Wootton Creek | Strongly disagree | Strongly disagree | | We want to see Hold the Line. We want existing private defences not only able to be maintained but also to be increased if necessary. We want new defences to be able to be put in (subject to planning). We want planning permission to be at local level, not from quangoes or Natural England. We have not filled in the long term boxes above as We have only commented on short & medium term as long term situation unknown. | vii. Support the views of locally 'elected' bodies above those of 'un-elected' quangoes who have limited knowledge of the local area. viii. Actively support the protection of all coastal land strips designated as sites of 'special scientific interest' or archaeological interest. ix. Recognise that natural erosion gives an air of neglect and an abandoned wasteland with lumps of clay and dead trees littering the waterfront. This attracts rubbish and could pose a health and navigational hazard. Residents spoken to would prefer to see a defined and managed coastline which gives the impression that the area is well cared for. x. Recognise that just because it is "natural" that erosion is as likely in many stretches of the Island coastline to have an overall detrimental effect on species and the natural environment, rather than the beneficial effect which seems to be assumed in the report. xi. Recognise (via further studies if needed) the erosion and deposition caused by Wightlink ferries in Wootton Creek. <i>Continued below</i> |
| 10/19/2010 | | | 2B.2 & 2B.4 - Southern Wootton Creek | Agree | Agree | | We agree with Hold the Line but:- We want existing private defences not only able to be maintained but also to be increased if necessary. We want new private defences to be able to be put in (subject to planning). We want planning permission to be at local level, not from quangoes or Natural England We have only commented on short and medium term as long term situation unknown | We would like to make it clear that the SMP recognises the strong and important concerns of the community to retain a defined and managed coastline which gives the impression that the area is well cared for and the wishes of private landowners to protect their land. The Steering Group explains the reasons for the preferred policies in each area below (supplementing the descriptions in Chapter 4.3 of the SMP). There is an issue to be addressed inside the Creek in particular, where, importantly, the Steering Group is united in agreeing that private defences in many areas inside the Creek can continue or potentially expand in an appropriate manner, even under the 'No Active Intervention' policy. Therefore, as outlined below, the Isle of Wight Council (both Coastal and Planning teams), Natural England and the Environment Agency will work with local representatives to develop a joint Advisory Note on this issue in 2011 to define this intention in more detail. This Advisory Note will provide clear information to assist residents, elected representatives, planners and statutory bodies in the future. Therefore the SMP recommends urgent action, recorded as Action 2.1 of the Action Plan (in Chapter 6), involving residents, statutory bodies and planning, to develop more detailed guidance on the type of planning applications for coast defences that may be acceptable. |
| 10/19/2010 | | | 2B.3 - Old Mill Pond | Strongly disagree | Strongly disagree | | We want to see Hold the Line and for the Old Mill Pond to be retained as it is - As a Mill Pond. Already Herons are diminishing in number | xii. Adopt a policy to control the effect of the ferries which takes into account any Wightlink plans to significantly increase the size of new ferries. xiii. Recognise the strength of the economic argument for retention of the existing |

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| 10/19/2010 | | | 2B.6 - Fishbourne Ferry Terminal | Agree | Disagree | | We agree with Hold the Line but not for opportunities to retreat the defences. We have only commented on short & medium term as long term situation unknown. We want existing private defences not only able to be maintained but also to be increased if necessary. We want new defences to be able to be put in (subject to planning) We want planning permission to be at local level, not from quangos or Natural England. | coastline; local waterfront businesses generate some £60 million of annual turnover and provide some 200 permanent jobs. In addition, waterfront houses pay over £100,000 in Council tax. Therefore, a policy of 'No Active Intervention' fails to sustain the local economy. | Within most areas of Policy Units 2B.1 and 2B.5 (Western and Eastern Wootton Creek) the private dwellings are set some way back from the coast, erosion is minimal along this sheltered coast and the majority of houses will not be affected by the gradual predicted rise in sea level of 1m over the next 100 years. Whilst the Steering Group recognises the wish of landowners to protect their land and gardens, the fact remains that there are few built assets at risk, therefore no economic justification for coast defence and no justification for a Hold the Line policy. Where there are properties at risk from flooding and erosion, in Policy Units 2B.2, 2B.4 (both in southern Wootton Creek) 2B. 5 and 2B.6 (near the eastern mouth of the Creek), these areas all have Hold the Line policies. Returning to the issues regarding policy units 2B.1 and 2B.5 (Western and Eastern Wootton Creek), in policy units 2B.1 and 2B.5 (Western and Eastern Wootton Creek), Managed Realignment (of defences) is not considered appropriate since some areas of the Creek are undefended and do not have defences to manage; and where there are private defences there is no clear wish to set these back as a managed response to coastal change. Advancing the Line of the defences would be inappropriate as it would restrict the flow of the Creek and impact upon the international environmental designations of SPA, Ramsar and also SSSI present along the Creek. 'No Active Intervention' (NAI) has therefore been selected as the 'best fit' policy in these areas of the Creek. The frontages along these policy units are generally owned as short individual lengths, and a policy of Hold the Line would seem to suggest that a co-ordinated policy can be implemented for the Creek, when individual owners may in fact wish to take different measures at different times, especially as land ownership changes in the future. The intention of the NAI policy is to recognise that the shoreline will be affected by sea level rise in the future and to recommend that, gradually, this future risk is allowed for, as there is generally space available to adapt to this change without placing houses at risk. The policy of NAI reflects that this future risk may or may not be addressed, according to the wishes of individual owners, and also that this future risk needs to be taken into account in development proposals. While NAI does encourage adaptation to the slow flood risk it must be said that within the Creek NAI has also been selected more as a 'default' because the other policies are less appropriate rather than due to strong environmental, landscape, historical or social need for NAI. This has important implications for planning and development control as explained below, which can assist the wishes of the local |
| 10/19/2010 | | | 2B.7 Outer Eastern Creek | Agree | Agree | | Whilst we agree with Hold the Line, we want existing private defences not only able to be maintained but also to be increased if necessary. We want new private defences to be able to be put in (subject to planning). We want planning permission to be at local level, not from quangos or Natural England. We cannot comment on the long term recommendation of managed realignment | | |
| 10/19/2010 | | | 2B.8 - Quarr & Binstead | Strongly disagree | Strongly disagree | | There is considerable disappointment that there is a policy of non-intervention on a stretch of land that includes SSSI forests in an AONB. It was hoped that, at the very least, there would be some form of support to re-introduce spartina banks where there is bare clay. this would enhance the bio-diversity, improve the look of this stretch, and increase stability of land in the area. We want to see Hold the Line We want existing private defences not only able to be maintained but also to be increased if necessary. We want new private defences to be able to be put in (subject to planning). We want planning permission to be at local level, not from quangos or Natural England. We have only commented on short & medium term as long term situation unknown | | |

PDZ3 Comments - Bembridge and Sandown Bay

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| 09/15/2010 | Resident | PO33 As a resident, local boat owner and keen angler I am concerned to ensure, as far as I am able, the future well being and health of our Island coastline. | PDZ 3 | Agree | Agree | Agree | I do believe that it is important to hold the line at the St Helens Duver - the consequence of not doing so would seriously compromise the harbour as an important social amenity and estuarial area for migratory and resident birds. I also believe that it would be advantageous for the area on the south side of the road around the harbour to be flooded to create a larger area of brackish water to support coastal birds - especially in the winter. | The overall health of the harbour is at present being compromised as the sand banks in the middle grow and the low level of inner harbour dredging. Much of this sand comes over the now much reduced sand dunes which if reinstated to their height and mass of some 50 years ago would do much to protect the harbour from sand carried into the harbour on strong northerly winds. | Thank you for this comment and information. |
| 09/07/2010 | Representative | IW Friends of the Earth | Bembridge and Sandown Bay (PDZ3) | Strongly agree | Strongly agree | Agree | The tourist potential of this region should be maintained for the economic survival of the island, so 'hold the line' seems the best option. From the environmental viewpoint, currently undefended sections eg Shanklin Chine to Luccombe are essential for the replenishment of beach materials. | The main concern is whether there will be sufficient funding to maintain the current sea defences. The state of the sea wall along Shanklin Esplanade, for example, is not good and little has been done in recent years to maintain it. There are some sections that will soon pose a danger to anyone sitting on the beach below. Who will prioritise the need for maintenance work when taking the island as a whole? As a spokesperson for IW FoE and as a qualified marine biologist myself, I should like to add that I have read through the whole document and I am impressed with the detail and with the presentation of the project as a whole. | Thank you for your comments. The advantage of having the Hold the Line policy for this area means that it will be considered for funding when coastal investment decisions are taken. If you have concerns about particular sections of this seawall, please contact IWC Coastal management team with information. |

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| 9 | Representative | Bembridge Harbour Trust PO33 | 3A -Bembridge | Neither agree nor disagree | Neither agree nor disagree | Neither agree nor disagree | Bembridge Harbour with its wide range of users is unique and essential to the Isle of Wight. An acceptance of this and a policy by the above bodies to preserve the harbour is a pre-requisite for any management plan. | The recommendations to abandon the groyne on the Bembridge Spit is ill-conceived. It is contrary to the views of the local experts at Bembridge, and does not seem to be supported by adequate research. The plan does not specify whether the bodies concerned would oppose the action by landowners on the Bembridge shore to preserve their foreshore by the erection of groynes. | The Eastern Yar Strategy concluded that: Bembridge Point Groyne does not have a flood or erosion risk purpose - ie it does not protect any properties from flooding or erosion. However, it is not causing any problems and does not need to be removed. Coastal monitoring data showed that Bembridge Point has been stable for some time, the groyne forms a core to the point which has aided this stabilisation. There is no proposal to spend public funds to repair the groyne, however, the SMP Steering Group, including the IWC, Environment Agency and Natural England, would not object to private funding to repair and maintain the groyne in theory, subject to the normal planning permissions. The wording of the SMP referring to Bembridge Point in the Management Area Statement for Bembridge Harbour and in Section 3.3 of Chapter 4.4 has been amended to make this clear. |
| 10 | Representative | Foreland Drive Association PO35 | PDZ3 (RYD 12/13) | Strongly agree | Strongly agree | Agree | The Association owns land running down from Forelands Field Road to the Seawall, including the beach café. We are naturally concerned about the protection of our property and the adjacent houses belonging to our members. Beyond that we are also concerned to preserve the local amenities for both Bembridge residents and visitors. We fully endorse the proposal to continue to defend this stretch of the coast in the short and medium terms and accept that the long term strategy will be subject to subsequent review. We also accept that the coast from the Forelands to Culver Down cannot be defended. | For some time we have been urging the Council to address the erosion on the westward flank of the seawall below the beach cafe. The state of the entry to the beach at this point has got steadily worse over the last three years through both sea erosion and heavy footfall. We would urge the Council to undertake retorative work here sooner rather than later as part of its policy of retaining the line of defence. We are also concerned that the coastal footpath from the Forelands to High Point should be realigned and reinstated as soon as possible. | Thank you for your comments. Your concerns are noted by the Steering Group and will be passed on for consideration in the maintenance of defences by the IWC Coastal Management team and to the IWC Rights of Way team. |
| 17 | Landowner | Priory Bay Hotel | | | | | Further to the Isle of Wight Shoreline Management Plan Consultation road show at the Ryde Castle on Tuesday 14 September, I am writing a brief response as suggested by Greg Guthrie to be considered at your meeting next Tuesday, 21 September 2010. 1. Introduction 1.1 Peartime Limited owns the Priory Bay estate, which includes the shoreline as shown on the marked map and the area between mean high water and mean low water also marked, extending to the new seawall in Seagrove. 1.2 Peartime Ltd operates the Priory Bay Hotel. A high quality country house hotel, which employs an average of 45 people throughout the year. 1.3 Priory Bay is in the process of preparing a major investment in the Priory Bay Hotel to create a "5 star" resort and spa, which it believes is necessary to ensure that its commercial survival over the next 30 or 40 years. 1.4 This will double the number of people employed as well as providing an estimated 30 construction jobs over 4 years. 1.5 As part of its application, there will be a proposal to build up to 30 Beach Huts, which will enable it to enhance its sea defences to help justify the substantial investment. 1.6 Priory Bay faces substantial costs in maintaining its estate and beachfront without generating any revenue. 1.7 Priory Bay recognises that it has been zoned as an area of managed retreat, but believes that insufficient attention has been paid to the number of people it employs year round and that the effect of coastal defences elsewhere maybe damaging to Priory Bay itself. 2. Recent changes in Priory Bay 2.1 We have been at Priory Bay since 1997 and would make the following observations as to the changes which have occurred since then: 2.1.1 The pool / channel that runs across Priory Bay has filled in. It would appear permanently. 2.1.2 The pool at the Priory Woods end of Priory Bay now drains across the sand bank to open water, rather than along Priory Bay towards Seagrove. 2.1.3 The sand level along the low sea wall would appear to have risen on a consistent basis. 2.1.4 The rate of erosion at the Priory Woods end of the bay has substantially increased. 2.1.5 The sand level along the low sea wall would appear to have risen on a consistent basis. 2.1.6 Nodes Point appears to be eroding backwards with a substantial amount of trees falling in to the sea on the Priory side. 2.1.7 Horestone Point would also appear to be eroding at an accelerated pace. 2.1.8 The areas to each side of Horestone Point would also appear to be eroding faster. 2.2 These changes follow the first stage of the sea defence programme in Seagrove Bay where we were told that if we did not agree to the building of the new walk way in Seagrove Bay providing access to Priory Bay at all stages of the tide, the whole Seagrove Bay scheme would fail and we were put under substantial pressure both by locals and officers of the council to agree. 2.2.1 At the time, it was promised that the council/their contractor Posford Duvier (now Royal Haskoning?) agreed that they would carry out minor repairs to the low sea wall in Priory Bay. Subsequently, this became unachievable because it was claimed that it would not be possible to gain access for equipment over the Priory Bay estate or around Horestone Point because of slipper clay. Any exposure of this has not been visible on the beach since very soon after the building of the walkway. | Thank you for this detailed information and record of observations which will be useful in future management of the shoreline. We have also passed a copy of your comments to the National Trust who have participated in the development of the SMP. The SMP has to be based on the risk to existing development and the situation at the shoreline, rather than future potential development, however the SMP recognises the role and importance of businesses and properties at risk of erosion in the area, and seeks to avoid adverse consequences from one stretch of shoreline to the next. The proposed policy of 'no active intervention' does not preclude maintenance of existing private defences and the works you suggest of maintaining your seawall through strengthening and underpinning to protect your existing and potential future investment without significantly altering our environment seems to be in accordance with this. The proposal of moving rocks is a local issue which would need to be carefully examined with the landowners and with specific attention on potential impacts on the significant national and international environmental designations in the area including SSSI, SPA and Ramsar. | |
| 20 | A general interest in what the plan does for the whole coastline and my own village in particular | | PDZ 3 - Bembridge | Strongly Agree | Strongly Agree | Strongly Agree | I consider the reconciliation of all concerns - business, residential, heritage etc. - with rising sea levels and cost effectiveness, is well done. | A comment on your excellent map -why do the two colours -green and blue- so near in shade for two such different operations - no active intervention and hold the line? At first sight I had difficulty distinguishing them. | Thank you for these comments. Your concern on the map is noted and will be addressed in future publications. |
| 21 | Resident | PO35 | Bembridge | Strongly Agree | Strongly Agree | Strongly Agree | Hold the Line -Strongly Agree. Living in a residential area already one house in the road has been affected by coastal erosion. Protection is the uppermost priority in holding the line. | | Thank you for this comment. |

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| 22 | Resident and Landowner | PO35 | Bembridge and Sandown Bay | Agree | Agree | Agree | The coastal area in which we live is in need for coastal protection from the sea -there has been loss of land over the past twenty years at least - which shows every indication of continuing - I think it makes sense to intervene now before the coast deteriorates any further. | | Thank you for this comment. |
| 24 | Resident / Landowner | PO35 | Bembridge - PDZ3 | Strongly disagree | Strongly disagree | Strongly disagree | <p>I enjoyed your presentation at the Hotel Ryde Castle. I enclose my consultation response form.</p> <p>My main concern is obviously protecting my own property from coastal erosion. I have approximately 200 yards of beach frontage which has hitherto been protected by timber groynes and about 20 years ago the Council inserted some hardwood breastwork adjacent to my boathouse. In some places these groynes have broken down and I would like to feel that I can gradually replace them over the years. The problem is that under the policy of "no active intervention", it would appear that the Council may seek to prevent landowners from carrying out remedial works. I firmly believe that a clear statement from you that this is not the case would be helpful.</p> <p>I accept the possible knock-on effects of localised areas of sea defence in terms of effects further down the coastline but I think it is very unfair on property owners if they cannot undertake simple remedial work to their own local sea defences without fearing that planning permission will be refused simply because it breaches the Shoreline Management Plan.</p> <p>Your reassurance on this matter would be much appreciated. If not your reassurance, then perhaps you would give me something on paper as to your interpretation of what would happen if a planning application were submitted in an area where "no active intervention" was the coastal plan.</p> | | <p>Thank you for your letter of 23rd September 2010 and for your feedback on the exhibition in Ryde. I can confirm that the proposed policy of No Active Intervention does not preclude the maintenance of existing private defences. This is what I believe you are describing when you propose replacing broken groynes / remedial works, based on the rights of landowners to do so.</p> <p>The NAI policy reflects the fact that there is not sufficient economic justification of assets at risk from erosion or flooding over the next 100 years in this area of Bembridge, the relatively slow rate of erosion and the important sediment supplies along the coast, etc. Full details can be found in Chapter 4.4 available here http://www.coastalwight.gov.uk/smp (see PDZ3 -on Bembridge & Sandown). The chapter describes firstly the characteristics of the Bembridge and Sandown area, then secondly describes the consequences of what will happen if we either 'do nothing' (known as 'No Active Intervention') or continue 'with present management' as we have in the past, then thirdly goes on to explain the reasoning behind the new proposed policies, and the chapter is completed by the draft policy statements for each frontage.</p> <p>If a landowner wanted to put in place large new defences or seawalls in the future eg. where the coast is currently undefended or at a much higher standard, they, as we, would have to seek formal permissions through the standard channels and the SMP policy would be one of the factors considered in the decision. I hope this is of assistance.</p> |
| 10/05/2010 | Representative | Isle of Wight Gardens Trust | 3C.3 Sandown and Shanklin | Strongly agree | Strongly agree | Strongly agree | Our interest relates to Shanklin Chine which is on the Local List of Historic Parks and Gardens. We support the suggested 'Hold the Line' approach which will ensure the future historic and amenity value of this site. | Charitable Trust established in 1989 and registered with the Charity Commission in 1995. The Trust was established to promote the education of the public on matters connected with arts and sciences of garden law and to preserve, enhance and recreate for the education and enjoyment of the public whatever garden land may exist or has existed on the Isle of Wight. Our activities include the surveying and recording of historic parks and gardens of the Isle of Wight, the promotion of the understanding of these gardens by lectures, courses and visits and making available advice and information and technical and financial assistance for the restoration, recreation, maintenance and management of these historic parks and gardens. | Thank you for this comment. |
| 10/05/2010 | | | 3C.3 Yaverland and Eastern Yar Valley | Strongly agree | Strongly agree | Strongly agree | Our interest relates to land at Browns and Sandham Gardens. We support the 'Hold the Line' approach to ensure the future historic and amenity value of these sites. | | Thank you for this comment. |
| 10/05/2010 | | | 3A.3 - St Helens | Strongly agree | Strongly agree | Strongly agree | Our interest relates to The Castle (St Helens) which is on the Local List of Historic Parks and Gardens. We support the 'Hold the Line' approach as this will ensure the future of this area and preserve its historic value. | | Thank you for this comment. |
| 10/05/2010 | | | 3A.1 Priory Bay | Neither agree nor disagree | Neither agree nor disagree | Neither agree nor disagree | Our interest relates to The Priory which is on the Local List of Historic Parks and Gardens. We have indicated a neutral stance on the suggested policy as NAI will result in significant future loss of coastal woodland on these estates which will impact upon their setting and design. We have chosen not to take an objecting stance as we understand that coastal defence works (either private or public) would not be economic to establish/maintain. | | Thank you for this comment. |
| 10/22/2010 | Representative | Chairman Bembridge and St Helens Harbour Association PO35 | 3B.4 Foreland Fields Hold the Line | Strongly agree | Strongly agree | Agree | Appropriate Policy for this Unit | | Thank you for this comment. |
| 10/22/2010 | Representative | Chairman Bembridge and St Helens Harbour Association PO35 | PDZ3 3B2 Lane End Hold the Line. | Strongly agree | Strongly agree | Strongly agree | Appropriate Policy for this Unit | | Thank you for this comment. |
| 10/22/2010 | Representative | Chairman Bembridge and St Helens Harbour Association PO35 | PDZ3 3B.1 Bembridge No Active Intervention | Agree | Agree | Agree | Acceptable policy in this unit | | Thank you for this comment. |

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| 38 | Representative | Chairman Bembridge and St Helens Harbour Association PO35 | 3A.5 Bembridge Point | Strongly disagree | Strongly disagree | Strongly disagree | <p>The proposed policy 'No Active Intervention' is flawed and could cause short and long term deleterious effects on Bembridge Harbour, a European Marine Site of importance. The current state of Bembridge no. 1 groyne is allowing sand and shingle to enter the harbour contributing to the problem of siltation. The sand is increasingly covering the mud which is of great value to the bird population both within the harbour and in the European designated Breeding Marshes and saline lagoons.</p> <p>Irrespective of who pays, the groyne needs attention now. Reconstruction would rectify the tidal flow along Bembridge shore and assist with the scouring of the main channel.</p> <p>A few years ago the Bembridge Harbour Improvement Co. owners of the harbour, were prepared to fund repair of the groyne but regrettably Natural England refused to sanction it until the outcome of the EYS was known. Local knowledge and experience, BASHHA and many other organisations are convinced of the value of restoring no. 1 groyne and seek assurances that if private monies could be raised, reconstruction would be allowed to take place? The EYS draft report acknowledged that the groyne does afford protection to the harbour and the Duver foreshore - which in conjunction with the shoreline groynes assist retention of beach levels.</p> <p>This policy unit is affected by 3.B.3 Forelands and needs to be considered in conjunction with it. The proposal to allow the no. 1 groyne to disappear and the sand dune to accrete would result in the eventual loss of Bembridge Harbour as a navigable harbour and safe haven for boats, with its harbour related industry and leisure pursuits. Bembridge Harbour is an important tourism asset to the IW economy. Since SMP2 is taking account of socio-economics as well as environmental factors this needs to be recognised.</p> | <p>The Eastern Yar Strategy concluded that: Bembridge Point Groyne does not have a flood or erosion risk purpose - ie it does not protect any properties from flooding or erosion. However, it is not causing any problems and does not need to be removed. Coastal monitoring data showed that Bembridge Point has been stable for some time, the groyne forms a core to the point which has aided this stabilisation.</p> <p>There is no proposal to spend public funds to repair the groyne, however, the SMP Steering Group, including the IWC, Environment Agency and Natural England, would not object to private funding to repair and maintain the groyne in theory, subject to the normal planning permissions. The wording of the SMP referring to Bembridge Point in the Management Area Statement for Bembridge Harbour and in Section 3.3 of Chapter 4.4 has been amended to make this clear.</p> <p>Regarding the Bembridge Harbour dredge, this is currently the subject of a five year monitoring plan as a condition of the consented operations. There is no evidence to demonstrate that the works are currently causing harm but the monitoring should, over time, demonstrate whether there is a cumulative impact which requires addressing. Natural England along with the Bembridge Harbour Improvements Company are in the process of finalising a dredging protocol to monitor the situation. The impacts of actual or potential dredging on flood and erosion risk are dealt with through the planning process. Environment Agency studies show that there is a reduction in wave height as waves pass over the nearshore sandbanks next to the Duver. Those wishing to extract marine and sand aggregates are required to obtain approval from the Planning Authority, and the Environment Agency is involved in subsequent consultations. The EA influence such applications in a manner that</p> |
| 39 | Representative | Chairman Bembridge and St Helens Harbour Association PO35 | 3B.3 Foreland | Strongly disagree | Strongly disagree | Strongly disagree | <p>The policy for this unit has been creating problems, in particular since 2002 when a Beach Management Plan was developed and implemented. Natural England were adamant that the only coastal protection permitted for the Bembridge Coast Hotel would be the periodic deposit of shingle at the foot of their frontage, so that a layer of scientific interest in the cliff would be allowed to erode in accordance with natural processes. Despite the failure of the process, it persists.</p> <p>The process is ineffective and a gross waste of public money. No sooner has the shingle been deposited it starts to move with coastal drift on the next tide. The build up of shingle has caused problems at the slipway of the RNLI at lane End in the past. A JCB has had to be used to clear it to prevent hazards to the public and the safe landing of the inshore lifeboat. The shingle continues along the coast - itself a designated SSSI protected area, until it reaches Bembridge Point and owing to the degraded state of no.1 Bembridge Groyne may end up in the harbour channel. Here it can be dredged by the mineral extraction company and resold! The process was supposed to be monitored for 6 years to establish effectiveness.</p> <p>Bembridge residents in the vicinity suffer noise and disruption from heavy machinery, and lorries transporting and depositing shingle can damage the beach environment. The Bembridge Coast Hotel complies with the only permitted protection but originally offered to fund imported rock to match the limestone ledges. The hotel provides an important economic and leisure benefit to Bembridge. Please can the socio-economic factor carry more weight in SMP2? A compromise solution might be to allow half of a groyne to be erected at this location preventing some of the shingle from moving immediately, but allowing coastal drift to carry half onwards thereby preventing a possible backing up effect in 3B5 Whitecliff Bay. Managed realignment needs reconfiguring in this unit please.</p> | <p>The proposed policy for this area is to continue to slow erosion through 'managed realignment'. Currently this is being implemented through the provision of additional sediment through beach replenishment plus some sediment recycling, however, this overall policy of 'managed realignment' is an overall intent for the short, medium and long term, and this does allow reconsideration of how best this policy should be achieved in the future. A beach management plan is one of the conditions of approval of current works in this area. The IWC are due to meet the consultants acting for the Bembridge Coast Hotel, to discuss the findings of their monitoring plan. Regarding dredging at Bembridge Harbour, please see the reply in the row above.</p> |
| 10/22/2010 | Representative | Chairman Bembridge and St Helens Harbour Association PO35 | PDZ3 3A.4 Embankment Road Hold the Line | Strongly agree | Strongly agree | Strongly agree | <p>Our Association fully supports the Policy in this unit which will have beneficial safeguarding effects throughout the entire Eastern Yar area. The commitment to raise the level of the flood defence in line with sea level rise is warmly welcomed. Although private property owners have to take responsibility for their own frontages, it is possible that cooperation and joint funding between private and public sector could benefit both in specific instances. Some concern was raised about the route the raised Embankment Road sea wall would take up Station Road, St Helens. If the route was reconfigured after crossing the Yar Bridge and turned to the right along the sea wall which is the physical limit of the harbour, there could be economy in cost and flood protection for the blocks of flats behind, which front on to Latimer Road. This route would avoid further disruption caused by digging up utility services in Station Road, reduce cost by sharing funding and benefit private property owners and the BHIC by providing flood protection. Detailed negotiation would be required but, if successful, considerable benefit could result</p> | <p>Thank you for this comment. Your concerns are noted and will be considered in future work.</p> |
| 10/22/2010 | Representative | Chairman Bembridge and St Helens Harbour Association | PDZ3 3A.3 St Helens Hold the Line | Strongly agree | Strongly agree | Strongly agree | <p>Best available option</p> <p>Some concern re the route of the raised Embankment Road coastal defence identified in the EYS Draft report as the route currently goes up Station Road and if realigned more properties could have better flood protection</p> | <p>Thank you for this comment.</p> |
| 10/22/2010 | Representative | Chairman Bembridge and St Helens Harbour Association PO35 | 3A.2 St Helens Duver | Strongly agree | Strongly agree | Strongly agree | <p>Policy reflects best available sustainable options</p> <p>The Duver needs to be protected as long as possible as it supports a wide range of species including Nationally Rare and Notable plants. Hearn and Alexander (1982) and Further Locally Scarce Species. Pope (1993). It also supports 2 species of invertebrates of Red Book status. The area has been much researched.</p> | <p>Thank you for this comment.</p> |

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| 10/22/2010 | Resident | PO35 | 3B.3 Forelands | Disagree | Disagree | Disagree | The plan does not take into account recent changes to the beach structure that have been the result of recent management. | Soft defences, currently the only defence permitted by Natural England, have not been cost effective. The dumping of shingle from Paddock Drive eastwards has not been successful. The bank of shingle has moved northwards by LSD, very quickly not protecting the low cliff line. It is not a closed system. This material has later caused problems of sediment deposition at the entrance to Bembridge Harbour. In addition the lorries depositing the shingle caused damage to the clay sub-strata on which is, I believe, a Geological SSI. The remedy might be a strong point to the north of the short section (15m) of sea wall at Forelands. | The proposed policy for this area is to continue to slow erosion through 'managed realignment'. Currently this is being implemented through the provision of additional sediment through beach replenishment plus some sediment recycling, however, this overall policy of 'managed realignment' is an overall intent for the short, medium and long term, and this does allow reconsideration of how best this policy should be achieved in the future. A beach management plan is one of the conditions of approval of current works in this area. The IWC are due to meet the consultants acting for the Bembridge Coast Hotel, to discuss the findings of their monitoring plan. |
| 10/22/2010 | Resident | PO35 | 3A.5 | Agree | Agree | Agree | Best policy for Bembridge Point. | The importance of the Groyne at the entrance to the harbour appears to have been ignored. This groyne needs to be re-instated/mended in order to protect the harbour from material drifting into the entrance when S/SE winds are dominant. | Thank you for this comment. |
| 10/21/2010 | Resident | | Bembridge Harbour MA3A | Disagree | Disagree | Disagree | The proposal to preserve the Yar Estuary is mainly justified by its attractiveness to tourists. This land, however, has extremely limited access and is privately owned. At present it is very difficult for tourists to enjoy this area of the IW. Therefore, I think that if large amounts of public money are to be spent on this project it should include a right of public access or, at the very least, improvements to the existing footpaths and the provision of additional public rights of way. | | The proposal to maintain Embankment Road intends to preserve internationally important freshwater habitats and also prevent tidal flood risk to the low lying valley behind at Bembridge and through to the outskirts of Sandown. Full details of this can be found in Chapter 4.4 of the SMP and in the Eastern Yar Flood and Erosion Risk Management Strategy, 2010. Your concerns have been noted with regard to future works in the area and we will pass a copy of you concerns over public access to the IWC Rights of Way team. |
| 37 | Resident | PO35 | 3B.3 Foreland | Stongly agree | Strongly agree | Strongly agree | Residents currently protected by a sea wall which should be maintained to hold the line. The shingle provided in 3B.3 and 3B.2 causes more problems than it solves as it damages the beach and contributes to the silting up of the harbour. | | Thank you for your comment on the policies of 'managed realignment'. Currently this is being implemented through the provision of additional sediment through beach replenishment plus some sediment recycling, however, this overall policy of 'managed realignment' is an overall intent for the short, medium and long term, and this does allow reconsideration of how best this policy should be achieved in the future. A beach management plan is one of the conditions of approval of current works in this area. The IWC are due to meet the consultants acting for the Bembridge Coast Hotel, to discuss the findings of their monitoring plan. Regarding the Bembridge Harbour dredge, this is currently the subject of a five year monitoring plan as a condition of the consented operations. There is no evidence to demonstrate that the works are currently causing harm but the monitoring should, over time, demonstrate whether there is a cumulative impact which requires addressing. Natural England along with the Bembridge Harbour Improvements Company are in the process of finalising a dredging protocol to monitor the situation. The impacts of actual or potential dredging on flood and erosion risk are dealt with through the planning process. Environment Agency studies show that there is a reduction in wave height as waves pass over the nearshore sandbanks next to the Duver. Those wishing to extract marine and sand aggregates are required to obtain approval from the Planning Authority, and the Environment Agency is involved in subsequent consultations. The EA influence such applications in a manner that avoids increasing flood risk to people, property and the environment and the onus is on the applicant to demonstrate that the impact on the coast and on flood risk is acceptable. |

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| 40 | Representative | St Helens and Bembridge Coastal Harbour Working Group (EYS) | PDZ 3 | Strongly agree | Strongly agree | Strongly agree | <p>In replying to the SMP questionnaire we would like to highlight the need to consider each areas coastal defence needs as part of an integrated plan, not in isolation.</p> <p>At a recent EYS exhibition we explained the reason for this to Clare Lambert (NE) and she was sympathetic to the need for integrated plans, I enclose my follow up letter of the points covered in the discussion, I feel the letter describes our vision for the way forward well.</p> <p>Unfortunately I was on holiday and missed the SMP exhibitions and was concerned at the feedback from both Working Group and Bembridge Harbour Trust members who received a negative response to the wish to repair the Bembridge Groyne. We see this as vital to arrest the shingle migrating along from Warners Hotel, and slow the sand that is damaging the harbour environment.</p> <p>The photos illustrate the speed at which the shingle washes away from Warners, in a matter of days it covers Lane End beach, normally a sand and bed rock shoreline, and continues towards the harbour entrance, and is shown already entering the harbour, all be it from pervious beach enrichment at Forelands.</p> <p>The breakwater in the condition as it is only stirs up the inflow hastening the waterborne sand, whoever ends up owning the harbour will want to rebuild the groyne.</p> <p>Annex: Letter to Natural England: Dear Clare, it was good to meet you at the EYS exhibition in Bembridge Village Hall, we appreciated you attending and being able to talk to you about the wider issues around Bembridge harbour, the Duvver and adjoining coast. I think it appropriate to note what we talked through, having said that I did not take notes!</p> <p>We started with the Bembridge Coast Hotel and the soft engineering protection provided by regularly dumping thousands of tonnes of shingle along the foreshore and with no groyne to hold it in place it promptly gets washed away. Clearly its rounded shape makes it fluid in the swell that runs from the south thro Easterly direction and it quickly migrates in the direction of the harbour entrance, it does slow and provides protection along the Under Tyne foreshore, however it will inevitably spill into the harbour channel with severe detrimental effects and will need dredging, hardly fair to expect the harbour owner to pay for this, after all its not a natural process.</p> <p>A side effect of the regular replenishment is damage done to the foreshore with the heavy machinery used to transport the shingle along the beach from the Paddock Drive slipway, this is pulverising the relatively soft clay bedrock which washes away, the lowering of the beach is speeding up erosion of the cliff to the north side of the slipway with the residential house above.</p> | <p>Thank you for your comments and for this information. We hope the following information is of assistance to your concerns on the implementation of the policies.</p> <p>The Eastern Yar Strategy concluded that: Bembridge Point Groyne does not have a flood or erosion risk purpose - ie it does not protect any properties from flooding or erosion. However, it is not causing any problems and does not need to be removed. Coastal monitoring data showed that Bembridge Point has been stable for some time, the groyne forms a core to the point which has aided this stabilisation.</p> <p>There is no proposal to spend public funds to repair the groyne, however, the SMP Steering Group, including the IWC, Environment Agency and Natural England, would not object to private funding to repair and maintain the groyne in theory, subject to the normal planning permissions. The wording of the SMP referring to Bembridge Point in the Management Area Statement for Bembridge Harbour and in Section 3.3 of Chapter 4.4 has been amended to make this clear.</p> <p>Regarding Forelands, the proposed policy for this area is to continue to slow erosion through 'managed realignment'. Currently this is being implemented through the provision of additional sediment through beach replenishment plus some sediment recycling, however, this overall policy of 'managed realignment' is an overall intent for the short, medium and long term, and this does allow reconsideration of how best this policy should be achieved in the future. A beach management plan is one of the conditions of approval of current works in this area. The IWC are due to meet the consultants acting for the Bembridge Coast Hotel, to discuss the findings of their monitoring plan.</p> | |
| 41 | Planning Agent acting on behalf on Landowner | Colonnade Land LLP | PDZ3 | Stongly agree | Strongly agree | Strongly agree | <p>Iceni Projects Limited (Iceni) have been instructed by Colonnade Land LLP (Colonnade) to make representations to the Isle of Wight Shoreline Management Plan. Colonnade Land LLP is a property fund run by Cordea Savills, and investment arm of Savills.</p> <p>Colonnade currently own land at Culver parade, Sandown and have promoted the site through all stages of the Isle of Wight Council's Local Development Framework for a mixed use, high quality, tourism-related residential accommodation-led development.</p> <p>In considering the Draft Shoreline Management Plan, Colonnade consider the general approach to future management to be robust and sound, balancing the protection of the existing interests of the island with future social, economic and environmental requirements.</p> <p>With specific reference to Policy Unit PDZ3 (Bembridge and Sandown Bay), Colonnade strongly agree with the suggested future shoreline management in the short, medium and long term. The need to sustain important centres of economic activity is considered to be a positive approach to the management plan.</p> <p>With regards to Sandown Bay and the immediate area, Colonnade consider that the adoption of a 'Hold the Line' approach is the most appropriate given the economic importance of the area to the Isle of Wight economy. Protecting the coastline will ensure the continuation of tourism within the area, of benefit to the functioning of the wider Island economy. Furthermore, continued protection of the existing sea wall between Sandown Bay and Yaverland, will encourage future investment in the Bay Area and provide the stability needed for appropriate development schemes to be brought forward. I hope that these representations are clear.</p> | <p>Thank you for this comment.</p> | |
| PDZ4 Comments -Ventnor and the Undercliff | | | | | | | | | |
| 08/12/2010 | Resident | PO38 | [PU4B.2 Castlehaven] | | | | <p>Whilst recognising the need for a strategy for the medium & long term can we not let it distract attention from the more mundane duties of care in implementation. Since implementation local people have been seeking to have the coastal protection installed at Reeth Bay made adequately safe. In contrast to such other installations around mainland coasts the specification and contract supervision at Reeth Bay permitted the presence of deep voids and unstable stones. Even last week yet another injury resulted in a major attendance by NHS Ambulance & HM Coastguards; about 20 personnel, 7 vehicles and a rescue helicopter winching a man with a suspected broken ankle to safety just prior to the incoming tide flooding the last piece of beach. Even on strictly financial grounds such slipshod quality control makes no sense, perhaps you should seek info on the cost of such events to date.</p> | <p>The CSG notes your concern over local management of the area, although this does not affect the choice of SMP policy. The rock revetment at Reeth Bay was constructed as part of the Castlehaven coast protection scheme, and as with all rock structures the voids are an essential and integral part of absorbing wave energy. There is a sign at the entrance to the bay advising the public to stay off the rocks. The IW Council have no knowledge of the incident referred to, but will endeavour to determine the cause of the alleged accident. Further signs advising the public may be required.</p> | |
| 10/05/2010 | Representative | Isle of Wight Gardens Trust | 4B.2 Castle Haven | Strongly agree | Strongly agree | Neither agree nor disagree | <p>Our interest relates to Puckaster House which is on the Local List of Historic Parks and Gardens. We support the short to medium term 'Hold the Line' approach and have taken a neutral stance on the longterm 'Managed Retreat' approach as this will result in loss of land at Puckaster. We have taken a neutral stance as we accept that it may not be economic to attempt to maintain coastal defences in this area in the long term.</p> | <p>Charitable Trust established in 1989 and registered with the Charity Commission in 1995. The Trust was established to promote the education of the public on matters connected with arts and sciences of garden law and to preserve, enhance and recreate for the education and enjoyment of the public whatever garden land may exist or has existed on the Isle of Wight. Our activities include the surveying and recording of historic parks and gardens of the Isle of Wight, the promotion of the understanding of these gardens by</p> | <p>Thank you for this comment.</p> |

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| 10/05/2010 | | | 4B.1 St Lawrence Undercliff | Neither agree nor disagree | Neither agree nor disagree | Neither agree nor disagree | Our interest relates to Ventnor Botanic Gardens and Old Park both of which are on the Local List of Historic Parks and Gardens. We have indicated a neutral stance on the suggested policy as NAI will result in significant future loss of land on these estates which may impact upon their setting and design. We have chosen not to take an objecting stance as we understand that coastal defence works (either private or public) would not be economic to establish/maintain. | lectures, courses and visits and making available advice and information and technical and financial assistance for the restoration, recreation, maintenance and management of these historic parks and gardens. | Thank you for this comment. |
| 10/05/2010 | | | 4A.2 Ventnor and Bonchurch | Strongly agree | Strongly agree | Strongly agree | Our interest relates to Ventnor Cascade Gardens and Ventnor Park both of which are on the Local List of Historic Parks and Gardens. We support the 'Hold the Line' approach as this will ensure the future historic and amenity value of these sites. | | Thank you for this comment. |
| 26 | Resident | 4B.1 St Lawrence Undercliff | 4B.1 St Lawrence Undercliff | Strongly disagree | Strongly disagree | Disagree | You are effectively abandoning the majority of the South Coast. This area and coastal stretch is a significant tourist draw (and therefore income source for citizens and businesses) and I see nothing in the plans that takes account of how the economic viability of these areas can be protected. The Council cannot be expected to take a Canute-like stance, but a managed retreat is far preferable to being routed and therefore abandoning the coast. | Coastal footpaths are an important community and tourist amenity. Your plan to take no intervention in St Lawrence and along the majority of the coast from St Catherine's to Totland, ignores the impact on footpaths. What is the point of spending vast sums promoting the Isle of Wight as a walking destination if considerable areas are effectively out of bounds and inaccessible? Following the landslip in the Undercliff Drive area some 10 years ago, a number of footpaths were closed and have never been re-opened or properly rerouted. The result is the coastal walk from Ventnor westward ends near Isle of Wight Glass and walkers are forced onto a road with blind bends and no pavement all the way to Niton – an uncomfortable and dangerous experience. More of this and the Ventnor area simply will not attract the vital tourist income on which it depends. | Thank you for your comments. The explanation three rows below provides a full explanation of the intention of the policies for the Ventnor Undercliff. In addition to this, your concerns over access and footpaths are noted, but footpaths alone are insufficient economic justification to seek funding for coastal defences. The SMP recognises the importance of the coastal footpaths and recommends that they gradually adapt to the coastal change and retreat anticipated over the next 100 years, to maintain the footpath links. Along much of the south coast, allowing the natural landscape, environment and scenery to remain undefended is also essential to maintain the attractiveness of the area for tourists and residents alike. Your concerns over access along the Undercliff will be passed to the IWC Rights of Way team. |
| 32 | Resident | | Ventnor Undercliff | | | | Thanks for the update on consultation about the Isle of Wight Shoreline Management Plan. Just to show that I've read it, I think the heading of the map near the front of Section 1.5.1 should refer to "southwest coast" rather than "northeast coast". More importantly, I am a little concerned about the X-section on Page 215. Showing the basal shear at the bottom of the Gault and in Sandrock 2d without reference to a basal shear in Sandrock 2b is at odds with most of the stuff done by John Hutchinson, Eddie Bromhead and myself. While still allowing for a simple cost-effective solution to the currently problematic part of the Undercliff west of St Lawrence (by relieving groundwater pressure in the inland Carstone), it precludes stabilisation of the whole Undercliff including Ventnor/Bonchurch by relieving the Artesian pressure in Sandrock 2a (recorded at Ventnor by HighPoint Rendel). I'd be delighted to explain this in more detail to you in person if you have the time before the closing date for consultation. I shall be advising on site at the Brook-Hanover Point landslip site investigation this week but could probably fit in a visit to Ventnor at sometime before the end of Saturday (23th). I await your comments with interest. | | Thank you for your comments and your offer of further information. We will edit the map key for the south-west coast, thank you. The Ventnor Undercliff cross-section is intended to provide a general 3-D introduction to the landslide phenomena affecting the area, and is not provided to inform future works in detail. We have noted your concern, and will pass it on to our future work including the planned Strategy Study for Sandown and the Undercliff which will examine in more detail the requirements for future works and appropriate methods of protection. The Strategy will decide how best to implement the chosen SMP policy, which is not queried in your comment. |
| 42 | Resident | PO38 | Ventnor Undercliff | | | | I thought I must write and congratulate you and the team on the quality and thoroughness of the Round 2 Shoreline Management Plan. I believe the document sets out the proposed policies very clearly with a depth of supporting information, which will form an invaluable resource for years to come. My only concern relates to the issue of landslide potential within the Ventnor Undercliff. I believe the risks are understated taking account of the findings of the Central Ventnor Landslide Quantitative Risk Assessment completed by Halcrow in 2006. The predicted increase in winter rainfall poses a significant increase in risk, which cannot be addressed alone through the Landslide Management Strategy. In my opinion funding requests should be built into the EA Medium Term Plan in order to complete the necessary investigations and design leading to a drainage solution. This should be assisted by the recently completed report by Halcrow Assessment of coastal erosion and landsliding for the funding of coastal risk management projects. (October 2010). | | Thank you for your comments. The SMP for the Ventnor Undercliff recognises the significant risk of coastal erosion to properties in the area and also emphasises the vital importance of the risk of coastal erosion triggering landslide reactivation and causing significant damage and increased risk to further properties and infrastructure in the wider area. This is based on the current SMP guidance based on determining the risks of erosion and coastal flooding to seek funding for provision of coastal defences. Ground stability in the Ventnor Undercliff will be affected by both coastal erosion and the predictions of increasing winter rainfall in the future, and the SMP recognises and details these risks in Chapter 4.5 and in Appendix C3 and C1. These are significant challenges but the SMP seeks to balance and minimise these risks where achievable to maintain the thriving town and community. The preparation of the Sandown Bay and Ventnor Undercliff Coastal Defence Strategy Study (which is proposed in the Action Plan of the SMP) will provide an opportunity to examine these risks in more detail and design and plan an appropriate future programme of works for the area. The Management Area Statement for area 4A has been strengthened to clarify the future risks arising from winter rainfall. |

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| 10/23/2010 | Representative | PO38 | 4B1 | Strongly disagree | Strongly disagree | Strongly disagree | There are 600 residences & 1,500 residents in St. Lawrence, the future of whose way of life & homes are not being taken into consideration - we have already "all but" lost our buses, now we learn that our road, Undercliff Drive, will simply have "access maintained for as long as possible with minor works!!" So much for the value of our properties and transport! | This surely "rubishes" all the expense and resources used in the replacing original road fall at "Beauchamp" (2000 on to 2005?) and this is a huge success! What a waste time and money to put is mildly! if the rest of the road is set to be allowed to eventually disintegrate naturally - what price tourism now & then & what a huge amount of lies we have been told, with hopes raised for reinstatement of our road! Also the publicity & public consultation for this plan has been appalling, only discovering it's existence in Ventnor by a chance email! & when the display was visited, we had difficulty in finding it! (Almost hidden away - were you hoping the public would not find it in time? as this is the impression given!) The management of this affair is a disgrace & a scandal - Had the original plan for High Point Rendell gone ahead and not been scuppered, the road would have been completed with the finances provided for it - what price Red Tape!! The Isle of Wight is going before the age of transport & communication, perhaps we should all invest in horses & carts! | <u>Response on concerns over the proposed policies, including the future of the Undercliff Drive:</u> The new Shoreline Management Plan contains proposed policies for how future coastal flood and erosion risks should be managed around the IW coast over the next 20, 50 and 100 years. The SMP has to look ahead 100 years to ensure the decisions made now are sustainable and do not tie future generations into maintaining unfeasible coastal defences, but the policies set now will be reviewed numerous times over the next 100 years. The first generation of the SMP (SMP1) was prepared in 1997. This new SMP (SMP2) has reviewed the policies in 2010 (13 years after SMP1). SMP2 will be reviewed in the future, as determined by national government policy, eg. in approx. 10 years. It is also useful to note that this SMP is not suggesting any significant changes for south of the Island, including the Ventnor Undercliff - this SMP suggests that the shoreline should continue to be managed in the future as it has been in the past and at the present. Existing defences are to be maintained. It is proposed that the continuous coastal defences fronting the town of Ventnor (from Monks Bay to Steephill Cove) are maintained and replaced when required over the next 100 years (a policy of 'Hold the Line' of the existing defences). Similarly, in Reeth Bay at Castlehaven/Niton, it is proposed that the coastal defences are maintained for 50 years (which was the designed life-time of the scheme), at which stage it will be assessed whether shoreline management can effectively continue to slow coastal change in the Bay. The plan also proposes that the natural shorelines to the west and east of Ventnor, currently eroding and undefended, continue to evolve naturally in the future (a policy of 'No Active Intervention'). It should be noted that the policy of 'No Active Intervention' does not preclude the maintenance of existing private coastal defences. It is relevant to note that these undefended areas have sparse development directly along the coastal clifftops, which are mainly fields and woodland. These areas are part of the important environment and natural landscape of the Undercliff, and in addition the gradually eroding cliffs supply some sediment to the shore. The Steering Group notes the strong concerns over the future of the Undercliff Drive road link, and shares these concerns. The Undercliff Drive is an important link along the Undercliff, particularly for the communities of St Lawrence and Niton, and for the wider community. However, the road does not run along the shoreline and is not at direct risk from coastal erosion/retreat, neither are there numerous properties located directly along the shoreline. The road is set back from the coast and is at risk from slope failure and landslide reactivation which occurs due to water levels in the ground, as well as from movements which can be triggered by coastal erosion of the cliff line further below, which can extend upslope. The coastline majority of the western half of the Undercliff is currently undefended and there is unfortunately not the economic justification to put in place coastal defences, such as rock armour, along the shoreline. This would be very expensive over such a long length, and would not on its own solve the slope stability problems in the slopes above which are especially vulnerable to winter rainfall. In the Ventnor Undercliff the SMP recognises and has stressed the critical importance |
| 43 | Resident & Landowner | PO38 | PDZ4 | Strongly disagree | Strongly disagree | Strongly disagree | Undercliff Road needs to be kept open - it provides an essential link to Ventnor then onwards to the north of the island. | I'm very disappointed by how poorly this has been advertised - these decisions will affect the whole island, and it appears that the council has tried to hide information and make it difficult to see plans - having to make an appointment and pay to see plans is not satisfactory. | |
| 44 | Resident & Landowner | PO38 | PDZ4 | Strongly disagree | Strongly disagree | Strongly disagree | The Undercliff Road needs to be preserved | The lack of publicity is appalling | |
| 45 | Resident & Landowner | PO38 | PDZ4 | Strongly disagree | Strongly disagree | Strongly disagree | Failure to maintain and keep open Undercliff Drive will cause considerable inconvenience to residents of Niton Undercliff and put pressure on the route to Ventnor via Whitwell. As an area of tourism and outstanding natural beauty, the coast from St Lawrence to Rocken End should be protected | The Rock Armour plan at Castlehaven appears to have been successful and why not continue this to Rocken End thus protecting the coastal path and particularly St Catherine's Lighthouse - a listed building of great interest to visitors and a famous landmark. Why was this scheme not given more publicity. We have had the minimum time to object or even consider the scheme. It would seem another high handed operation by this council. | |
| 46 | Resident & Landowner | PO38 | PDZ4 | Strongly disagree | Strongly disagree | Strongly disagree | Why was this (and all) consultations kept secret. I feel that residents in affected areas have been ignored and do not know of any consultation whatsoever in the areas relevant to residents. Surely this should have been staged in Niton and Whitwell. The Undercliff Drive is a vital link between St Lawrence and Niton. | | |
| 47 | Resident | PO38 | PDZ4 | Strongly disagree | Strongly disagree | Strongly disagree | We were shocked to receive an email from a Ventnor Town Councillor alerting us to the Shoreline Management Plan on Thursday this week (21st October). We and our neighbours had not previously heard anything about these proposals. Apparently only 25 hours of publicity time has been given Island-wide, with the South and South West of the island effectively unrepresented. It is absolutely vital that we are given extra time and more publicity for our area, in order for people to study the policy which will impact on future generations. We visited the Coastal Visitors Centre in Ventnor on Friday afternoon to view the display and ask questions. The door was locked, and it was only because we persistently knocked on the door that the one person in attendance admitted us. It is likely that other people who attempted to visit may not have been so persistent. It is unbelievably presumptuous to make binding agreements for the next 50 to 100 years for future generations. The decision of coastal management should be theirs not yours. More money, grants, etc may become available in the future, along with new and improved technology. This could enable changes to be made to roads, drainage, management of shorelines, etc. Your proposals, which appear set in stone, seem designed to preclude such developments, or an ongoing evaluation of the situation. Defence works and drainage works already implemented should be maintained indefinitely, otherwise money wisely invested would be wasted in the future. Leaving coastlines unprotected forever is, in my view, very short sighted. It may be government policy now to abandon the coastline to the elements, but ideas and policies change and future generations should not be tied into schemes. I therefore request more time to study your proposals in order to complete the Consultation Response Form, and that others are given an equal opportunity to do the same. | | |

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| 48 | Resident | PO38 | PDZ4 | Strongly disagree | Strongly disagree | Strongly disagree | The Undercliff Drive should be kept open; it is a vital route for many households and also a big tourist attraction. Traffic increase on alternative routes would cause worse problems. | There was inadequate publicity and consultation about this. The policies are being drawn up by people who do not understand the day to day life of the island and how vital sea defences and retention of coastal roads are. There also seems to be a bias as far as leaving the south west to erosion. Information is also confusing and too general – individual areas should have been consulted with displays and meetings organised locally for the people who would be affected. Many people have not seen this display at all. | Undercliff the SMP recognises and has stressed the critical importance of coastal erosion in increasing the risk of landslide reactivation, but national funding for provision of coastal defences is –currently- linked to the risks of coastal erosion and coastal flooding, not landslip. The SMP would welcome and support any works proposed along the line of the road itself to extend the life of the road for as long as possible, but unfortunately the road cannot be maintained through the provision of coastal defences along the foot of the largely undeveloped and natural shoreline. This topic is presented in more detail in Chapter 4.5 of the SMP. In summary, along the Undercliff the existing coastal defences protect the steepest and most developed parts of the town and surrounding villages from coastal erosion and it is proposed that this protection is continued in the future, to minimise the risks of ground movement and maintain this important community. <u>Response on concern over the publicity of the Consultation:</u> We hope the following information addresses concerns over the visibility of the consultation process, especially in the Ventnor area. The 3-month period of public consultation on the new SMP proposals began on 23rd July 2010. The new SMP was available to view and discuss free of charge at the Coastal Visitors' Centre in Ventnor since 23rd July, until 23rd October, where the IWC Coastal team leading production of the SMP is based. There is no entry fee and no charge was requested to view the SMP displays. It was requested that people phone or email to ensure the report authors were available and the display open at the time you wished to attend, to avoid disappointment if staff were out of the office at the time. The Coastal Visitors Centre has been established adjacent to the centre of the town since 1998. Since 23rd July, the SMP has also been available on the internet in full, and at Lord Louis Library in Newport |
| 49a | Resident | | Castlehaven | | | | Concerns over drainage of water saturating the cliff top on National Trust land west of Castlehaven. Map supplied. | | Your comment will be passed to the National Trust who have participated in this SMP. |
| PDZ5 Comments -South-west Coastline | | | | | | | | | |
| 09/14/2010 | Resident | Also the author of 'Beaches Bars and Blisters of the Isle of Wight', so I have an on-going interest in ensuring that I do everything possible to enhance the coastal paths and environment for all the thousands of walkers who will read my book and follow in my footsteps. | [PDZ5 -&4] Compton to Niton | Neither agree nor disagree | Neither agree nor disagree | Neither agree nor disagree | The stretch of beach between Compton and Niton is in a consistently shocking condition, with tons of rubbish laid along the entire stretch. No group appears to bear the responsibility for keeping it clean. So what plans are there to do something about this eyesore? | The access to and from this long stretch of beach is also sadly lacking, and in the case of Whale Chine, in a dangerously unfit state of repair. Can the old wooden walkway be removed and a new path cut down through the bottom of the chine from the carpark above. The current arrangement is an accident waiting to happen. | We note your concerns, but the role of the SMP is to not comment on rubbish collection or coastal safety/access. We will pass these comments on to the appropriate IWC department and landowner. |
| 09/09/2010 | Resident | PO40 | [PDZ5] Military Road | Strongly agree | Strongly agree | Strongly agree | The Military is vital to tourism on the Isle of Wight. To divert traffic through Brook & Brighstone would be a disaster for those villages. Without the Military road Freshwater & the West Wight would decline economically as it would in effect be cut off from the rest of the Island. | | Thank you for your comment. The CSG agrees that a transportation link along the south-west coastline is important - how this is developed and exactly routed is being determined through separate consultation and decision-making undertaken by the IWC led by the Highways team. The SMP recommends that the road and footpath adapt to the gradual coastal change which will continue over the next 100 years. |

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| 11 | Landowner | PO38 | PDZ5 | Strongly Disagree | Disagree | Neither agree or disagree | <p>Dear Sirs, Ref: Shoreline management plan consultation & Military Road decision. I am writing in response to your consultation document regarding the future of the Military road between Chale and Freshwater. For the island to remain as a successful tourism economy, it is paramount that we do all in our power to protect the scenic drives around the coast. 35% of the islands economy is centred round tourism and or the 1.9 million leisure visitors that come every year, over 75% bring a car with them. One of the key unique selling points of the island for visitors is the stunning drive and views down the south coast of the island. One of the challenges for such organisations as Natural England and The National Trust is one of making sure that on the one hand, the coast is protected for the many benefit of the nation but at the same time making sure that the benefits is enjoyed by as many people as possible. The military road provides that access easily and allows island visitors and resident to enjoy this stretch of coastline. In recent years there has been a lot of talk about 'environmental sustainability'. Though we understand the need for environmental protection, we must remember there has been road access along this coast for over 70years. We believe that it is practical to re-align the road as described in your paper, to give at least a further 40 years life to this iconic stretch of scenic drive and do the works required for far less than the current predicted costs. A decision should be taken, not on the amount of traffic that uses the road regularly, but for the important access it gives for the majority of our Island visitors. Options should include re-classing the re-alignment as 'C' class or even considering the introduction of a scenic drive 'toll charge'. Much has already been done to keep this route open. This recent investment should not be wasted. I understand that there may be a body of opinion shared by some of your "Client Steering Group", which would like the island see less visitors each year and that those that do come, should be primarily cyclist and walkers. If this was to happen, then most of the tourism businesses on the island could disappear and the Island's economy would be seriously affected. The Council should consider whether it really wants tourism as its major industry. A decision to opt for "No Active Intervention" will indicate to us that they don't. Yours Faithfully.</p> | <p>(Letter from P.Marsden of the SMP Steering Group) 7.9/10: The Isle of Wight Council is currently seeking the views of public on two issues relating to the coast, the draft Shoreline Management Plan and future of the Military Road near Brook. The issues though related are separate, and I hope to clarify this for you.</p> <p>The SMP will set the long term policy for the future of the coast and has four possible options (Advance the line, Hold the line, Managed Retreat and No Active Intervention) from which to choose. We area following national guidance published by Defra, and have looked in detail at features along the coast such as housing and infrastructure, coastal processes, environmental habitats, landscape value, archaeology and built heritage, and then tried to pick the best coastal defence option for each frontage. As a coast protection authority we are trying to ensure that the coastline is managed in a sustainable way, and does not rely on future generation maintaining costly coastal defences, in a world of rising sea levels and increased storminess. Our preferred coastal defence option for much of the south west coast is No Active Intervention, as we believe the nature conservation and landscape value make coastal defences inappropriate, and in any event the cost benefit ratio is so low that it would never receive government funding.</p> <p>Our colleagues in Highways are seeking public opinion on the future of the Military Road near Brook. As you are probably aware, the Isle of Wight Council is also Highway Authority as well as being the Coast Protection Authority. We have informed our highways colleagues that we do not believe coastal protection is appropriate to protect the Military Road but this does not mean we wish to see it severed, or do not appreciate its economic value or its stunning route. The view of the coast protection authority is that the road should either be re-aligned or drainage works undertaken to stabilise the supporting ground, but not hard defences on the shore which could interrupt</p> |
| PDZ6 Comments -West Wight | | | | | | | | |
| 12 | Enquiry | Enquiry re. Colwell Bay | 6B.2 -Colwell Bay | | | | <p>[Email enquiry received about Colwell Bay policies and likley coastal change. SMP2 info. provided. Then:] I will not pester and am most grateful for the links. I have extensively looked at the appropriate sections which you kindly suggested for my personal (and for others) research. It appears not to bode well re draft SMP for the area. What I wonder is, with regard to the draft plan, if the Stakeholders have any real chance of changing to save this area. I have looked but cannot see Linstone Chine management Ltd on the list of Stakeholders which surprises me as theis Company is not 'private'. I also cannot see the definition of 'Retreat the existing defence line TOT 4 Colwell Chine to Fort Albert 1506m.' It is probably self-explanatory but if you could make a moment or two to let me know I would be grateful. I appreciate you are responding in an official capacity.</p> | <p>Thanks for your email. I hope this is the information you need. 'Retreat the Existing Defence Line' was a policy outlined in SMP1, the first version of the Shoreline Management Plan, published in 1997. It's available here on this link -see the top box- the policies are defined within Chapter 2: http://www.coastalwight.gov.uk/smp/projects.htm -please see page 2.5 of the document, which is in fact page 17 of the pdf file. More information on each Policy Unit in this 1997 plan follows in the two halves of the pdf file. This is no longer one of the 4 policy options set by national Government (Defra) for use in SMP2. The answer to your other question is that Stakeholders do have a realistic chance to change the plan, but it all depends on the information provided. Is there critical information that the new SMP has missed that should affect the policy decision in this area? If so, we'd gladly hear about it, as well as gathering views on the impact of the proposed policies that could affect the decision. We are very willing to hear all information and opinions. The centre of Colwell Bay is currently undefended, eroding, contributing beach material and a SSSI of geological interest, as well as the valued cliff top use of the area, so it is hard to justify new defences in an area like this, based on the information we currently have. In other areas which are currently defended, the decision can be whether to continue to defend or not (- and the answer proposed in a number of places like this around the IW, is that it is proposed to make best use of existing defences for as long as possible, but there's not the justification to replace them in the long term). Our Stakeholder list has grown as we have developed the plan. I added Linstone Chine Holiday Services of Monks Lane Freshwater to the list after your first email arrived, and sent them a copy of the consultation letter and information. I'll gladly add anyone else to the list too.</p> |

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| 13 | Representative / Resident / Landowner | Country Land and Business Association | 6C -Yarmouth Estuary | Strongly disagree | Strongly disagree | Strongly disagree | The lines drawn around the Yarmouth Estuary bear no resemblance to projected sea level rise. For example the 50-100 year line lies to the east of Hill Copse. This would imply a sea level rise of 50 feet. Similar to the west side. | I represent a number of CLA members who employ over 50 people in the Yarmouth policy unit, who own the majority of the land in that unit and also have a broad variety of business interests. It might be helpful if your consultations were to involve these land and business owners who form a major part of the economic activity in this area. I would be very happy to provide the time to discuss these issues on their behalves. I have particularly commented on the three green lines representing the 0-20 years, 20-50 years and 50-100 years. The latter two lines appear to me to be completely without correlation to projected sea level rise. For example on the eastern side of the River Yar the 2015 line passes to the east of Hill Copse. I remark about Hill Copse because it is clearly visible and easy to identify but the same point can be made at various points along that line. Hill Copse lies on the 50' (15 metre) contour and I do not believe that even the most pessimistic projections suggest that sea level will rise by 50' in the next 100 years. The same is true of the 2055 line on the eastern side of the estuary and the same is also true of the two lines on the western side of the estuary. For example the western most line passes over land which I believe is above the 50' contour at Saltern Wood. These lines all cover land owned by members of the CLA whom I represent. If you would like to have a meeting to discuss the Yarmouth policy unit issues I would be very happy to show you round the area or attend a meeting in Newport if that was to suit you better. As a number of our members live at sea level on the estuary they also have good information available about changing sea levels. | 1/10/2010: Thank you for your letter on behalf of the CLA, and the opportunity to respond on these points. I would be very happy to circulate information on the SMP consultation to any further land and business owners in the area who you feel may have concerns, would you be able to provide any contact details? I wanted to reassure you that the SMP (Shoreline Management Plan) is not suggesting a sea level rise of approaching 50' in the next 100 years, and please accept our sincere apologies if the published materials have given this impression. A sea level rise of almost 1m over 100 years is proposed, which is the figure we have to take into account according to national guidance issued by Defra. I believe the confusion may have arisen from the map contained in the Shoreline Management Plan 'Consultation Summary' folded leaflet, or on the exhibition summary panel. This map does not show erosion rates or future coastlines, it shows purely proposed policy options. The three lines drawn over the map are simply a way of attaching three future policies to one single line of coast. There are three lines because a policy is proposed for three future time bands (or epochs) -firstly the next 0-20 years, then 20-50 years, then 50-100 years. Because the lines only show the policies (eg. 'Hold the Line' or 'No Active Intervention'), that is why the lines are drawn over the sea for the majority of the Isle of Wight coast, rather than over the land, but unfortunately there was not room to do this inside the Western Yar or the other estuaries. Therefore, we tried to make clear from the map title of "proposed policies", from the labelling and from the wording contained in the key (saying "nb. lines show draft policy choices not defence structures") that the lines were not marking future erosion or flooding. I can only apologise again if this is unclear and has led to confusion, I'm sorry. We have followed a style and model for this map and leaflet that has been successfully used by other SMPs around the country this year (eg. by the Poole and Christchurch Shoreline Management Plan). -In addition to the summary exhibition panel for the Western Yar (which is attached here) Chapter 4.7 of |
| 14 | Resident | PO41 | Yarmouth | Agree | Agree | Agree | Hold the line seems to be the best answer. Will the money be available? | | Thank you for your comments. The SMP sets out a comprehensive assessment of the flood and coastal erosion risks to the island and has taken into consideration relevant economic, social and environmental issues to arrive at sustainable coastal defence policies to manage those risks over the next 100 years. However, as is the case with all Shoreline Management plans and coastal strategies, implementation of the preferred management options for the coastline will be dependant on the availability of public and private funding. The risk to Yarmouth is one of the priorities for the Island recognised by the Steering Group including the IWC and the Environment Agency. |
| 23 | Representative / Resident | Representing Fort Albert PO40 | 6B.3 (Fort Albert) | Strongly Agree | Strongly Agree | Agree | The sea wall to the Yarmouth side of Fort Albert is eroding badly due to sea water at high spring tides flowing round the end of the wall and eroding the wall from the landward side. Please see photos [and attached email & plan re. area of the Crown Estate title and IWC lease]. | The Isle of Wight Council have leased this land from the Crown Estate. We suggest you look at the possibility of repairing the end of the wall (plenty of suitable materials on site at no cost). This would give this section of coastline approx. 400 metres 70-100 years of extra life at very little comparative cost. It would protect Fort Albert from the north side, reduce the possibility of the cottages at Cliff End from falling into the sea and provide some protection to Fort Victoria and eventually even Yarmouth. | Thank you for this comment. Your concerns are noted, and do not affect the policy proposed by the SMP. Peter Marsden of the IWC will visit and assess the situation in Nov. when the commenter is next available. |
| 10/16/2010 | Resident | PO40 | 6B.3 [Fort Albert] | Strongly agree | Strongly agree | Strongly agree | Cost benefit analysis justifies the policy of hold the line in the short and medium term (but unfortunately not in the long term). In addition it goes some way to protect the interests of property owners who, at the time of their purchase, were unaware that the rate of cliff retreat would accelerate. | I congratulate the authors of the SMP on their scholarly but accessible analysis. A huge amount of time and care must have gone into its preparation. The level of detail is remarkable. It really is a tour de force. | Many thanks for the comment. |
| 10/14/2010 | Representative | Yarmouth Town Council | 6C.6 [Yarmouth] | Strongly agree | Strongly agree | Strongly agree | We agree that maintaining and improving defences will protect the town of Yarmouth, will maintain the functioning of the harbour and ferry terminal, and will continue road access to Newport and by bridge to West Wight. | Our earlier submissions have referred to: being part of the Yarmouth Coastal Defence Group; we are pleased that the importance of Yarmouth is accepted in the SMP; we would like Yarmouth's Built Heritage and the importance of Yarmouth Harbour to be included in the Objectives on page 273; and we ask for a start and finish date for resuming work on the West Wight Coastal Defence Strategy Study. | Yarmouth's Built Heritage and the importance of Yarmouth Harbour will be included in the Objectives on page 273. |
| 10/14/2010 | Representative | Yarmouth Town Council | 6C.3 [The Causeway] | Strongly agree | Strongly agree | Strongly agree | The Causeway defence should prevent a tidal breach from Freshwater Bay to Yarmouth | | The CSG can confirm that the West Wight Strategy is a priority and will be the first Strategy to commence following the completion of the SMP subject to government funding. The target start date is currently 2011. We estimate that the West Wight Strategy would be finished approximately two years from start. |

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| 10/14/2010 | Representative | Yarmouth Town Council | 6C.2 + 6C.4 [Western & Eastern Shores, Western Yar] | Neither agree nor disagree | Neither agree nor disagree | Neither agree nor disagree | We need clarification on the area of south part of Station Road, the old railway station, and The Mount. Also the importance of the old railway line as a link between Yarmouth & Freshwater should be considered. | The Council is part of the Yarmouth Coastal Defence Working Group and agrees with its response in general. We commend the SMP view of the importance of Yarmouth as a town, ferry gateway, harbour and environmental designations. We are also pleased to see the SMP underlines the need for management co-ordination of public and private defences, road links to Newport and to West Wight, and between policies for Freshwater Bay and for Thorley Brook/Barnfields Stream. In the Key Values & Objectives (page 273) we would ask you to include the Built Heritage of Yarmouth and the importance of Yarmouth Harbour. We note that the resumption of the West Wight Coastal Defence Strategy Study is a priority for action in 2011 and we would urge that this is begun as soon as possible and that a likely completion date is given. | The medium to long-term Managed Realignment policy proposed along this area would be developed in such a way as to include careful assessment of the potential flood risk in the south-east part of Yarmouth (along the margin of the new floodplain that would gradually be flooded more frequently in the medium and long term), and to address and manage that risk. The intention would be to take localised action to address the flood risk where required. The text and policy table of the Management Area Statement for area 6C will be supplemented to make this intention clear. We have considered the old railway pathway/cycletrack between Yarmouth & Freshwater, and while this is recognised as an important tourism feature and transport mechanism that should be maintained, it would not alone be a strong enough driver to alter/prevent the natural functionality of the estuary or justify a Managed Realignment or Hold the Line policy. The SMP recognises that the link is valued and important to the area, and recommends that the link is maintained and adapted where necessary, for example through a bridge or materials which allow for occasional inundation. This recommendation is also clarified in the Management Area Statement. |
| 10/14/2010 | Representative | Yarmouth Town Council | 6C.1 Norton Spit | Neither agree nor disagree | Neither agree nor disagree | Neither agree nor disagree | HTL may be difficult to achieve unless the harbour breakwater is extended. A second and western harbour entrance could be considered, or the A3054 between the Yar Bridge and Halletts Shute is built on an embankment to protect the estuary and town. | | The CSG recognises that the actual delivery of the Hold the Line policy at Yarmouth, the Harbour and Norton Spit will be faced with many challenges - but the driver of the policy is to offer combined protection to the town and the Harbour. The SMP proposes that HTL is the preferred policy and would like to see the coast held at the current defence line along the spit where structures are already in place, but the intention behind the policy is to protect the road and infrastructure, allow a functional harbour and shelter for the town, and the detail of how this can be delivered will be addressed in the upcoming West Wight Coastal Defence Strategy. The development of the West Wight Strategy and subsequent combined scheme for the town and Harbour will detail the exact position and type of the defence using better information, including examining the design of the breakwater and harbour entrance. We will strengthen paragraph 2 of the text in the SMP Management Area Statement to provide greater clarity on the the intention behind the policy for Norton Spit and the Breakwater. |
| 10/14/2010 | Representative | Yarmouth Harbour Advisory Committee: representatives from Royal Yachting Association, Royal Solent Yacht Club, Yarmouth Sailing Club, Yarmouth Town Council, Freshwater and Totland Parish Councils, IW Council, Commercial Fishermen's Association, Wightlink Ferries, Country Land and Business Association, Estuaries Officer, Yarmouth Business Association, British Marine Federation. | [Management Area 6C - Western Yar] | | | | | We note that Yarmouth's importance is accepted in the SMP: the historic and modern business town; the harbour with its fishing, commercial and recreational activity; ferry gateway to West Wight and the Island; tourism; and environmental national and international designations. We are concerned that there is no start and completion dates for resuming the West Wight Coastal Defence Strategy Study. We welcome the holistic approach of the SMP as defence, or lack of, at Freshwater Bay, Norton, and Bouldnor will impact on the town, harbour and W Yar Estuary. | The CSG can confirm that the West Wight Strategy is a priority and will be the first Strategy to commence following the completion of the SMP subject to government funding. The target start date is currently 2011, as listed in the SMP Action Plan (Chapter 6). We estimate that the West Wight Strategy would be finished approximately two years from start. |
| 10/14/2010 | Representative | Yarmouth Coastal Defence Working Group consisting of representatives of Yarmouth Town Council, Yarmouth Harbour Commissioners, Freshwater Parish Council, IW Estuaries Project, an Environmentalist / liaison with Shalfleet Parish Council, Isle of | 6A.1 Freshwater Bay | Strongly agree | Strongly agree | Strongly agree | We agree that HTL at Freshwater Bay flood defences in conjunction with the Western Yar estuary to prevent tidal breach through from the south coast of the Island to the estuary in the medium to long term. This will preserve transport links crossing the valley which are essential for the communities of West Wight. | A: 1. The Group is very impressed by the amount of work carried out by the SMP2 team. 2. The importance of Yarmouth town, harbour and ferry gateway is recognised in the SMP. 3. The comprehensive view of our area, PDZ6, is appreciated, with its detail covering all economic, social, environmental, landscape, and historic aspects. We feel this is a very special area of the Island and are therefore pleased that it has been given such attention. 4. The SMP holistic approach to coastal issues is in tune with what we have come to understand since our Group was formed in 2008. 5. The SMP underlines the need for management co-ordination in the following: i) road links to W Wight and Newport ii) between public and private defences iii) to prevent tidal breach of the Western Yar valley from Freshwater Bay to Yarmouth iv) potential interactions of the Western Yar and Thorley Brook with the adjacent coastline and issues surrounding the town of Yarmouth. . | Thank you for this comment. |

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| 10/14/2010 | | Wight Council and liaison with Totland Parish Council. | 6C.6 Yarmouth to Port la Salle | Strongly agree | Strongly agree | Strongly agree | We agree the importance of maintaining and improving defences against tidal flooding and erosion in order to protect the important town of Yarmouth, to maintain the functions of the harbour and ferry terminal, and to continue road access to Newport and to West Wight by bridge. In particular the breakwater will need to be maintained and improved in order to shelter the harbour and protect the town. | 6. We consider that the Consultation Summary leaflet is a very good visual summary of the proposed SMP policies. B: Report of the Yarmouth Coastal Defence Working Group We have arranged for the SMP team to have copies of our draft Report which will be amended in the near future to take account of the draft SMP2 and also the feedback from 4 local Town/Parish Councils. Copies of the amended Report will be sent to the SMP team in due course. C: Key Values & Objectives (SMP 1.2 & 1.3 page 273) We like the summary, but suggest the team should consider including in the list of Objectives: i) reference to the Built Heritage of Yarmouth and a more specific reference to the importance of Yarmouth Harbour ii) in the 4th bullet point, relating to the gateway of the Island, reference to the ferry being one of only three links to the mainland and the effect on the mainland traffic situation as well as on the Island in general if the Yarmouth – Lyminster ferry service ceased. | Thank you for this comment and this information. Re. Comment C. We will undertake suggested text changes to the Key Values & Objectives regarding the Built Heritage, Yarmouth Harbour and the vehicle ferry link into the Island's road system. |
| 10/14/2010 | | | 6C.5 Thorley Brook and Barnfields Stream | Disagree | Disagree | Disagree | We disagree because the south and east parts of Yarmouth town appear to have been neglected (south end of Station Road and the old railway station area and further north at The Mount. We agree that a bridge could carry the road to Newport and so allowing a tidal link between the Solent and Thorley Brook. In the remaining area of this PU we agree with the policies in the SMP. Perhaps it should be divided into two smaller Policy Units? | D: Action Plan 0.18 (page 373). i) We would welcome clarification on the timescale of resumption of the West Wight Coastal Defence Strategy Study which refers to completion of the Study being of High Priority with a target start date of 2011. The community of Yarmouth feels that it has been neglected in comparison with other Island coastal areas, as the West Wight was previously the last area to have a Strategy Study and it was not completed in 2007 due to lack of remaining funds. We would therefore argue that it is imperative to begin as early as possible in 2011. Additionally, is it possible to predict when the Study is likely to be completed? ii) We are concerned that reviewing the boundaries of the WWCDs may mean that Yarmouth issues are lost, given both the higher population density of Cowes and Newport and also the very different issues involved | The medium to long-term Managed Realignment policy proposed along this area would be developed in such a way as to include careful assessment of the potential flood risk in the south-east part of Yarmouth (along the margin of the new floodplain that would gradually be flooded more frequently in the medium and long term), and to address and manage that risk. The intention would be to take localised action to address the flood risk where required. The text and policy table of the Management Area Statement for area 6C will be supplemented to make this intention clear. In answer to point D, the CSG can confirm that the West Wight Strategy is a priority and will be the first Strategy to commence following the completion of the SMP subject to government funding. The target start date is currently 2011, as listed in the SMP Action Plan (Chapter 6). We estimate that the West Wight Strategy would be finished approximately two years from start. If the Strategy is extended to include the Medina Estuary, we can confirm that will not affect the importance and attention required to address future flood and erosion risk in the Yarmouth area. |
| 10/14/2010 | | | 6C.3 Causeway | Strongly agree | Strongly agree | Strongly agree | The group will reconsider what our report says for the Causeway. We agree that it is very important to prevent tidal breach from Freshwater Bay to Yarmouth. | | The CSG thanks the Group for reconsidering the text in your report considering the Causeway. |
| 10/14/2010 | | | 6C.2 Western Yar Estuary - western bank | Agree | Agree | Agree | We agree with the SMP2's aim to reduce management and allow the estuary to adapt naturally to sea level rise. | | Thank you for this comment. |
| 10/14/2010 | | | 6C.4 Western Yar Estuary - eastern shore | Disagree | Disagree | Disagree | We are concerned that NAI along the eastern bank of the estuary disregards the importance of the old railway line which is a much used link between Yarmouth and Freshwater to both residents and tourists. We would prefer to see MR in order to maintain this important link. | | We have considered the old railway pathway/cycletrack between Yarmouth & Freshwater, and while this is recognised as an important tourism feature and transport mechanism that should be maintained, it would not alone be a strong enough driver to alter/prevent the natural functionality of the estuary or justify a Managed Realignment or Hold the Line policy. The SMP recognises that the link is valued and important to the area, and recommends that the link is maintained and adapted where necessary, for example through a bridge or materials which allow for occasional inundation. This recommendation is clarified in the Management Area Statement for area 6C. |
| 10/14/2010 | | | 6C.1 Norton Spit | Agree | Agree | Disagree | We would like to question the practicality of HTL at Norton Spit. It would possibly be more effective to HTL for the epochs to 2055 then give options of MR - including HTL on the road between the Yar bridge and Halletts Shute, or to extend the Harbour breakwater. These would defend the estuary and maintain transport links and utilities. PU 6B.5 Fort Victoria and Norton has NAI for the second and third epochs which would affect Norton Spit. The Summary of the Preferred Plan (page 307) does not include justification of HTL for Norton Spit, could this be included? | | The CSG recognises that the actual delivery of the Hold the Line policy at Yarmouth, the Harbour and Norton Spit will be faced with many challenges - but the driver of the policy is to offer combined protection to the town and the Harbour. The SMP proposes that HTL is the preferred policy and would like to see the coast held at the current defence line along the spit where structures are already in place, but the intention behind the policy is to protect the road and infrastructure and allow a functional harbour and shelter for the town, and the detail of how this can be delivered will be addressed in the upcoming West Wight Coastal Defence Strategy. The development of the West Wight Strategy and subsequent combined scheme for the town and Harbour will detail the exact position and type of the defence using better information, including examining the design of the breakwater and harbour entrance. We will strengthen the text on page 307 (paragraph 2 of the Management Area Statement) to clarify the intention of the preferred plan for Norton Spit. |
| 10/13/2010 | Representative | Chairman of Commissioners Yarmouth Harbour Commissioners | 6C.1, 6C.3, 6C.6 [Yarmouth, Norton Spit, The Causeway] | Agree | Disagree | Disagree | Yarmouth Harbour Commissioners by and large agree with most of the policies and proposals put forward in SMP2. Our concerns are outlined on separate sheets. | Yarmouth Harbour Commissioners would like to see the strategy for PDZ6 given priority, and an agreed completion date for the strategy agreed and published. We are very keen for the strategy to be completed quickly. It should be noted that we believe the steelwork in Yarmouth breakwater probably has only fifteen (or so) years life left and so Yarmouth Harbour Commissioners would expect the breakwater to be replaced in the 2020-2030 timeframe by a structure capable of coping with the predicted sea level rise to at least 2100. | The CSG notes your concerns about the Yarmouth breakwater and this will be considered in more detail during the Strategy Study. The CSG can confirm that the West Wight Strategy is a priority and will be the first Strategy to commence following the completion of the SMP subject to government funding. The target start date is currently 2011, as listed in the SMP Action Plan (Chapter 6). We estimate that the West Wight Strategy would be finished approximately two years from start. |

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| 10/13/2010 | Landowner | 6C.3 [The Causeway] | Disagree | Disagree | Disagree | Yarmouth Harbour Commissioners understand the proposal to Hold The Line at the Causeway but we are concerned that the proposal is not viable. The Causeway is old. The road which forms part of the crossing is low lying and vulnerable on the western side of the Yar towards Freshwater. We believe that the whole structure would need to be raised or replaced. The Causeway is home to the looping snail, one of its very few habitats, which raises a further complication. We believe that the prime defence for the Western Yar estuary to the south should be the sea wall at Freshwater (which needs reinforcing and raising). Yarmouth Harbour Commissioners believe that work to raise Freshwater sea wall should be a priority. | The Western Yar Estuary and the West Wight should be a priority so that its strategy is completed promptly. After SMP 1 the strategy for this area was never completed as funds "ran out", this cannot be allowed to happen again. | The CSG notes your concerns about Holding the Line at the Causeway but feel that this is achievable to prevent tidal flood risk to Freshwater. The delivery of how this is undertaken will be further investigated in the West Wight Strategy and scheme design. The CSG recognises the importance of the seawall at Freshwater and propose a Hold the Line policy at this location as well. |
| 10/13/2010 | Representative | 6C.6 [Yarmouth] | Agree | Disagree | Disagree | In the area of Thorley Brook to the south and south east of Yarmouth we believe that insufficient consideration has been given to holding the line in the first epoch and protecting property, business and residential, in the other epochs. This area must be Hold the Line throughout the SMP2 otherwise we believe there will be ingress of water into Yarmouth from the south. There appears to be little consideration in SMP2 to protect businesses and residential property that abutt Thorley Brook and Draffhaven etc. We believe that consideration should be given in the first epoch to provide gates at the roads which run down to Thorley Brook and that levels of the bank should be raised at the rear of those properties that are adjacent to Thorley Brook and other low lying areas that are likely to be flooded. | | This concern is recognised and addressed in the SMP. The medium to long-term Managed Realignment policy proposed for this area would be developed in such a way as to include careful assessment of the potential flood risk in the south-east part of Yarmouth (along the margin of the new floodplain that would gradually be flooded more frequently in the medium and long term), and to address and manage that risk. The intention would be to take localised action to address the flood risk where required. The text and policy table of the Management Area Statement for area 6C will be supplemented to make this intention clear. We will provide your suggestions to the team undertaking the West Wight Strategy to help inform the development. |
| 10/13/2010 | | 6C.1 & 6C.6 Norton Spit & Yarmouth] | Disagree | Disagree | Strongly disagree | Western Yar Swing Bridge and the main road to the west to Halletts Chute. There appears to be little consideration to defend and improve either the swing bridge across the Western Yar or the road to the west of the bridge that links Yarmouth to both Totland and Freshwater. This road already floods on exceptional spring tides in the area of Halletts Chute and towards Harold Hayles boatyard, such that the boatyard becomes isolated. This road is not only an essential transport artery but also carries several of the utilities beneath it. Yarmouth Harbour Commissioners believes further consideration should be given to Hold The Line here, raising the road and raising or replacing the bridge. It could then become part of the breakwater to protect the estuary and the harbour. | | The CSG thanks you for these comments. The SMP reconises and states the vital imporance of maintaining these road links to the town and across the Estuary for the communities of Totland and West Wight, as part of the justification for the Hold the Line policies in the area. The future design and elevation of the road links will need to be addressed in conjunction with the IWC Highways department. The CSG recognises that the actual delivery of the Hold the Line policy at Yarmouth, the Harbour and Norton Spit will be faced with many challenges - but the driver of the policy is to offer combined protection to the town and the Harbour. The SMP proposes that HTL is the preferred policy and would prefer to see the coast held at the current defence line along the spit where structures are already in place and the SMP allows for this, although maintenance of private defences is ultimately the decision and responsibility of the landowner. The intention behind the policy is to protect the road and infrastructure, allow a functional harbour and shelter for the town, and the detail of how this can be delivered will be addressed in the upcoming West Wight Coastal Defence Strategy. The development of the West Wight Strategy and subsequent combined scheme for the town and Harbour will detail the exact position and type of the defence using better information, including examining the design of the breakwater and harbour entrance. Please also see the relevant reply in the row below. |

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| 10/13/2010 | | | 6C.1 [Norton Spit] | Agree | Strongly disagree | Strongly disagree | <p>Yarmouth Harbour Commissioners (YHC) are concerned about the proposal to Hold The Line at Norton Spit. Whilst we understand the view that the spit gives some protection to the harbour and hence the town of Yarmouth we believe that Hold The Line with the existing spit is impractical. The spit is currently overtopped in strong N/NE'ly winds when high spring tides and low barometric pressure coincide and shingle is moved up the beach and over onto the intertidal mud of the SSI. In the short term it is reasonable for us to keep the groynes in good repair and to refurbish the wavebreak (at right angles behind the groynes), indeed we have started this work already. However to expect YHC to raise the spit, presumably by replenishing the shingle more and more frequently as sea level rises is not only impractical, but also very expensive for YHC.</p> <p>As sea level rises we expect the spit will be eroded away not only from the North (Solent side) but also by increasing incursion of the water from the inlet to the south of the spit i.e. between the spit and the road. We believe SMP2 should consider Hold The Line at the line of the road and swing bridge, which is also the route of many of the utilities. These in any case will require considerable protection, raising and probable replacement in the timespan of SMP2. Alternatively we believe that SMP2 should consider replacing Norton Spit by extending the breakwater to the West to link up with the existing sea wall. If this were to be done a second harbour entrance could be considered at the west end of the existing breakwater. (This was the original harbour entrance).</p> | YHC want the strategy for the area PDZ6 to be a priority, and not once again to become an afterthought or missed out altogether, as with the previous strategy when it was never completed for the West Wight. | Thank you for this useful information. We hope the explanation in the row above addresses this concern. We will strengthen paragraph 2 of the text in the SMP Management Area Statement to provide greater clarity on the the intention behind the policy for Norton Spit and the Breakwater. |
| 10/18/2010 | | | 6C.6 [to 6C.1 - inc. Harbour Breakwater] | Disagree | Strongly agree | Strongly agree | <p>We agree that the breakwater at Yarmouth Harbour is critical to the defence not only of Yarmouth Harbour, but also Yarmouth town and the Western Yar estuary. In our opinion the steelwork of the breakwater has only about fifteen years life remaining (i.e. to 2025). It is already occasionally overtopped. It makes sense that any replacement breakwater can cope with the predicted sea level rise and changes in climatic conditions until at least 2100. Consequently the Commissioners firmly believe that any new breakwater will require more substantial foundations, will probably be of stone construction, and will have to be at least one metre higher. We also believe consideration should be given to moving it further north which in the terms of the SMP would be "Advance the Line" rather than "Hold the Line". It may be at the strategy level rather than this SMP but there needs to be an understanding that the breakwater will require to be replaced at an early stage, any strategy and funding plan will need to take this into account. The breakwater is further complicated as it is part of an SSSI. We therefore disagree with SMP2's short term view on the breakwater, as we consider it needs much greater emphasis.</p> | We agree with SMP2's view that the breakwater is critical to the local area. | We note your comments about how the preferred policy for Holding the Line could be delivered and will pass this to the West Wight Strategy to help inform the development. However, it is important to note that Advance the Line would not be appropriate policy in this area as this would reflect an intention to physically move the line forward, usually done through land reclamation, whereas the issue in this area is the actual location of the breakwater defence line. |
| 09/29/2010 | Resident | I am a Resident in Yarmouth PO41 and own my own property there. I am also Vice Chairman of the Yarmouth Harbour Commissioners | 6C - Yarmouth to Bouldnor | Agree | Disagree | Disagree | I could not see any consideration to a new extended harbour wall (including Norton spit) with a barrier at the harbour entrance. | | The possible extension of a new harbour wall would be considered in future detailed work (the West Wight Strategy or scheme design). The role of the SMP is to set the preferred policy, which in this area is the intention to Hold the Line (through a combined scheme) to achieve the key objectives i.e. protecting the town, harbour, transport links etc. |
| 10/19/2010 | Representative | Secretary of the Royal Solent Yacht Club, Yarmouth IOW | 6C.6 [Yarmouth to Port la Salle] | Agree | Agree | Agree | <p>We agree that it is necessary to hold the line through all three epochs on the foreshore to the north of Yarmouth Town; ie the solent Coast. The Royal Solent Yacht Club fronts onto the Solent and we are very concerned about the impact to the clubhouse and adjacent property if the predictions for sea level rise through the 21st Century are correct. We are also concerned about the possible cost of protecting against flood. We are particularly concerned about flood risk if there was ingress either from the lane immediately to the east of the Yacht Club or Yarmouth Pier access to the west. We are also conscious that flood occasionally occurs through the Harbour and the Town into Pier Square. Therefore, we agree that it is critical to improve the breakwater and sea walls to protect the harbour. Our members, many of whom have boats moored in the harbour or river, wish to see the harbour and estuary protected. We also believe that there is risk from the Tjorley Brook to the south of Yarmouth. In addition, members are concerned about access to and from Yarmouth; both to the east and west by road, particularly around Bouldnor and east of the swing bridge, as well as the continual supply of utilities, many of which follow the route of the road.</p> | Whilst the Royal Solent Yacht Club agrees with the "Hold the Line" policy through all three epochs, we are naturally concerned about the potential cost of such defence. We would welcome advice on what funding might be available to help protect the Yacht Club's property and what type of defences are proposed. We would like to see a stated completion date for the strategy as none is given, particularly as the previous strategy was not completed for the West Wight. We would like to see the strategy for the West Wight completed as a priority, especially for the area of Yarmouth. | Thank you for your comments. The SMP supports maintaining the road links to Yarmouth and the West Wight, and the Hold the Line policy is an essential element of achieving this. The SMP recognises potential flood risk to the south of the town along Thorley Brook and proposes this flood risk is addressed and managed as part of developing a managed realignment scheme for Thorley Brook. There will be challenges to achieving Hold the Line for Yarmouth due to the mixture of public and private defences. The detail of how this should be achieved, including the type of defences, will be developed and discussed with the community as part of the West Wight Strategy. The CSG can confirm that the West Wight Strategy is a priority and will be the first Strategy to commence following the completion of the SMP subject to government funding. The target start date is currently 2011, as listed in the SMP Action Plan (Chapter 6). We estimate that the West Wight Strategy would be finished approximately two years from start. |

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| 10/19/2010 | Landowner | PO41 | 6A.1 Freshwater Bay | Strongly agree | Strongly agree | Strongly agree | The seawall at Freshwater Bay is one of the most important defensive features in the West Wight. It must be maintained, heightened and strengthened to match the impact of rising sea levels. This will prevent flooding in Freshwater and northwards along the Yar Valley. This feature also sustains the important road link between Totland, Freshwater and the rest of the Isle of Wight. So Hold the Line is absolutely the right policy here. | | Thank you for this comment. | |
| 10/19/2010 | Landowner | PO41 | 6C.1 Norton Spit | Strongly agree | Agree | Disagree | Norton Spit is a natural feature and a designated nature reserve. However, as sea level rises it will become illogical to defend it. It would be more sensible to retreat from about 2055 onwards and to defend the line at the road between Yarmouth Bridge and Halletts Shute. This road and Yarmouth Bridge itself will need to be raised to prevent flooding. | | The CSG thanks your for these comment on the long-term policy for the spit. The SMP reconises and states the vital imporance of maintaining road links to the town and across the Estuary for the communities of Totland and West Wight, as part of the justification for the Hold the Line policies in the area. The future design and elevation of the road links will need to be addressed in conjunction with the IWC Highways department. The CSG recognises that the actual delivery of the Hold the Line policy at Yarmouth, the Harbour and Norton Spit will be faced with many challenges - but the driver of the policy is to offer combined protection to the town and the Harbour. The SMP proposes that HTL is the preferred policy and would prefer to see the coast held at the current defence line along the spit where structures are already in place. The intention behind the policy is however to protect the road and infrastructure, allow a functional harbour and shelter for the town, and the detail of how this can be delivered will be addressed in the upcoming West Wight Coastal Defence Strategy. The development of the West Wight Strategy and subsequent combined scheme for the town and Harbour will detail the exact position and type of the defence using more detailed information and discussion with the local community. We will strengthen paragraph 2 of the text in the SMP Management Area Statement to provide greater clarity on the the intention behind the policy for Norton Spit and the Breakwater. | |
| 10/22/2010 | Representative | Responding on behalf of Yarmouth Sailing Club's management committee PO41 | Yarmouth PDZ6 | Neither agree nor disagree | Neither agree nor disagree | Neither agree nor disagree | As a club with many members to consult, we are not yet in a position to comment in detail. | However, the club (i) appreciates that the importance of Yarmouth has been identified by the SMP; (ii) urges that the West Wight Coastal Defence Strategy Study be restarted as soon as possible and a target date set for its completion; and (iii) welcomes the holistic approach of the SMP in looking at the interaction of coastal defences in Bouldnor, Yarmouth, Norton and Freshwater Bay. | The CSG can confirm that the West Wight Strategy is a priority and will be the first Strategy to commence following the completion of the SMP subject to government funding. The target start date is currently 2011, as listed in the SMP Action Plan (Chapter 6). We estimate that the West Wight Strategy would be finished approximately two years from start. | |
| 10/20/2010 | Landowner | PO41 Yarmouth Isle of Wight Town Trust (Registered Charity 234220) owns Yarmouth Common, which is registered with The Land Registry. | 6C.6 Yarmouth to Port La Salle | Agree | Agree | Agree | The land needs to be held in position or the main road to Yarmouth could be affected, which could also cause flooding in Yarmouth High Street | The sea wall is crumbling and the steel sheet piling has gone in various places as well as the breakwaters and groynes which are in a bad state of repair. This is especially obvious in the NE'ly winds. The Trustees are very concerned with the condition of the sea wall along the Common especially to the West by the Wight House. | Thank you for this comment. The CSG has noted your concerns and will pass them to the IWC Coastal Management team. | |
| 34 | Resident | PO40 | PDZ6 | Disagree | | | If a section of shoreline is designated SSSI it seems that properties and roads and leisure activities take second place to fossils/flora/fauna. Where there area mud slides couldn't appropriate vegetation be planted? 1). Colwell Beach – 4 properties are in danger of topping over the cliff. Existing groynes need to be extended to the base of the cliff with rock armour to stop slumping of the beach in critical places. 2). At Cliff End the end of the sea wall where Round Tower Point is needs urgent maintenance as the sea is able to reach behind existing sea defences. A few cubic metres of concrete in conjunction with existing lumps of lod concrete would do the trick. Mud slides on this section have been minimised by vegetation on the sloping face of the cliff. | | The centre of Colwell Bay is currently undefended, eroding, contributing beach material and a SSSI of geological interest, with limited but valued cliff top development, so it is difficult to justify constructing new defences in an area like this, based on the information we currently have. If there is a wish to maintain the existing groynes this can be discussed further as a local issue which cannot be addressed at the level of the SMP. Regarding Cliff End, your concerns are noted, and do not affect the policy proposed by the SMP, but Peter Marsden of the IWC will visit and assess the situation in Nov. at the request of the author of comment no.23. | |
| 36 | Resident and Business | PO40 | 6A.1 | Agree | Agree | Agree | I agree that the sea defences in my area should be maintained as a large number of locals and holiday makers use the sea wall between Totland and Colwell. In order to maintain this sea wall, I think that appropriate authorities should look at replenishing the materials at the base of the wall to stop the sea under-mining the foundations of the wall at Colwell. Over the past 30 years the sand level has fallen to a point where, at times, after a storm the bed rock, which is clay, is exposed. It has taken 30 years to get to this point and I think that if sand was put back it would stop damage and help tourism. | | Thank you for this comment. Your suggestion will be passed on to the upcoming West Wight Strategy Study. | |

PDZ7 Comments -North-west Coastline

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| 15 | Landowner | PO41 | PDZ7 | Strongly disagree | Strongly disagree | Strongly disagree | The sea defence on the eastern entrance to Newtown Creek is increasingly breached on spring high tides. Soon it will be a 2nd entry into the creek before eventually joining up with the existing one. This will result in the creek starting to become like mud flats with limited deep water for boats to operate. The national trust policy is to let nature take its course but the entrance needs building up. | It is amazing all this work is being considered at a time when the island roads (public) become like those of a 3rd world country. Priorities please! | The Steering Group recognises your concerns that the Newtown area may gradually change in the future, but future funding for coastal works needs to be prioritised for area where significant properties and communities are at risk. The SMP also proposes allowing coastal erosion to continue along the shorelines to the east and west of the harbour spits to maximise the potential for natural replenishment of the spits from beach sediments supplied from the adjacent shorelines. |
| General Comments | | | | | | | | | |
| 7 | Representative / Resident / Landowner | Parish Councillor/ Resident/ Landowner PO33 | All | Strongly disagree | Strongly disagree | Strongly disagree | It is against the fundamental human rights of an Englishman to [prevent him] protect[ing] his home and land. I believe the proposals put forward, if homeowners are refused to be able to pay for their own defences would be a breach of their human rights. Further more difficulty will be felt in being able to buy insurance. | | The Steering Group recognises your concerns. The SMP policies, such as 'no active intervention' cannot preclude the maintenance of existing private defences by the landowner. The role of the SMP is to take all factors into consideration including economic, technical and environmental factors, to assess the knock-on consequences of maintaining or building defences for future generations, to prevent adverse consequences of defences on one section of coast adversely affecting other parts of the coast elsewhere, to minimise increasing assets in areas at risk and to propose decisions based on what is currently at risk from erosion and flooding over the next 100 years to plan a sustainable and achievable future for our coastal communities. The SMP will be reviewed at regular intervals in the future and is a factor that will be taken into account in future development proposals for the coastal zone. |
| 16 | Representative | English Heritage | All. | | | | <p>Thank you for sending this consultation draft for comment. In this letter I collate comments from English Heritage.</p> <p><i>General comments from English Heritage</i></p> <p>The active involvement of Rebecca Loader, (Isle of Wight County Archaeology and Historic Environment Service) in SMP preparation, in collaboration with your consultants, has ensured that the draft includes a comprehensive review of heritage assets (Appendix D). Potential impacts are further considered in the SEA (Appendix F). Compared to some other SMP2s coverage is thorough, and we thank you for this.</p> <p>However, we note that on p. 57 of the main report the objective "To support the cultural heritage", contrasts markedly with "To avoid damage to and seek sustainable opportunities to enhance the natural environment." We consider that this is insufficiently specific and should be replaced with: "To preserve historic environment features in situ where feasible", with the proviso that "Sufficient time should be provided, if required, for appropriate mitigation of loss or damage to historic assets if preservation in situ cannot be achieved."</p> <p>New English Heritage guidance on the management of threatened coastal heritage is in preparation at the time of writing, and is summarised in Adapting to Coastal Change: Developing a Policy Framework (Defra March 2010, pp. 41-5). Allow me to explain what is meant by "mitigation" in this context.</p> <p>The new guidance will include the recommendation that, where feasible, the resilience of historic buildings vulnerable to repeated flooding should be enhanced. Measures could include localised but permanent flood barriers or demountable barriers and flood boards. Resilience measures for historic buildings could also include relocating services to sit above anticipated flood levels and the replacement of materials and components vulnerable to flooding in a more robust form. One option for heritage assets threatened with unavoidable loss as a result of coastal erosion is to relocate them further inland. This approach should never be ruled out in any initial options appraisal for a threatened heritage asset, although the feasibility and cost of relocation and the implications for the heritage values of the asset would play an important part in decision making. Relocation is likely to be most feasible for smaller and more portable historic structures. It might, in occasional cases, be justified on account of the special, or even iconic, significance of individual structures for a locality or nationally. In general, however, the preferred mitigation option will be the recording assets prior to their loss.</p> <p>In cases where a preferred flood or coastal erosion risk management policy will not protect a heritage asset for the long term, and where it is not feasible or appropriate to adequately enhance the resilience of a heritage asset or to relocate it, consideration should be given to recording it prior to its damage or loss. The detail in which assets are recorded should reflect their heritage significance and this should be determined by reference to appropriate research frameworks and by reference to expert professional judgement. Recording should only be undertaken when the threat to the asset is indisputable (i.e. unlikely to be avoided by a change of FCERM policy) and where clear priorities for recording have been established at the regional and local level. It should, however, normally be undertaken while it is possible to carry out work in a controlled manner (i.e. before an asset begins to actively erode) unless the character of the remains, their significance or their location suggest that they would be more</p> | | Thank you for your comments and this information, and your support of the plan development process. Regarding the wording of the general objective, these were set earlier in the SMP process in consultation with the Steering Group (including EH) and stakeholders, and the policies have been assessed on this basis and therefore cannot be amended at this stage. This comment will be noted for future work. The SMP supports the intention to minimise and record the impact of coastal change on heritage features. Thank you for the clarification of the work required under action 0.6 of the Action Plan. Your suggested wording has been added to this Action Plan item (please see Chapter 6) to provide clarification of the intent of the work required, as follows: "Upgrade/update of Rapid Coastal Zone Assessment Survey (RCZSA) (including detailed deskbased assessment of heritage assets at risk, to be prioritised for mitigation)." This is also of relevance to Action 0.12 of the Action Plan. |

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| 16 (continued) | Representative (continued) | English Heritage (continued) | All (continued from row above). Also PU2A.1 (Osborne) & PU6C.6 (Yarmouth) | | | <p><i>English Heritage Properties and Guardianship sites.</i> Only two EH estates fall within the SMP area.</p> <p>Osborne House. The Grade 1 Listed House is located within a Registered Park and Garden with a coastal frontage (Policy Unit 2A.1). The shapefile for the estate boundary (from EH heritage data, to be added to corporate GIS) shows an overlap with Environment Agency Floodzone 2 data. The Futurecoast data (for Old Castle Point to Ryde) indicates a mode of foreshore change of -6 (defined as 'indicative of an unhealthy beach trend, where there are reducing levels of protection to the hinterland', with MHW & MLW retreating and intertidal steepening).</p> <p>Currently the SMP2 notes (p. 117) that there is narrowing of the foreshore at this location and re-activations of coastal slopes are in progress behind failures in existing defences. The preferred option to 2025 is No Active Intervention. Sea defences here would fail by 2025, with associated coastal slope undercutting, possible reactivation of shallow landslips and ultimately significant recession of the coast. This would impact the coastal frontage of the woodland and parkland of Osborne House (and of the nearby Norris Castle) and affect access to the shore (SMP2, p. 125). Further discussion will be required on the potential implications for the park and the setting of the house, and consideration must be given development of a monitoring programme at this location, as part of the Action Plan.</p> <p>Yarmouth Castle. This Grade 1 Listed building lies within Policy Unit 6C.6, where the policy is Hold the Line. The castle itself in effect forms part of the existing defences for the town, so attention will need to be paid to its long-term maintenance in terms of fulfilling this function, whilst respecting the historic fabric. Further discussion on specific measures to ensure preservation of the fabric and setting of the monument will be required as part of the Action Plan.</p> <p>I hope that these comments are helpful.</p> | Regarding Osborne, we hope discussions on 21st September on site resolved your concerns. If you still seek additional monitoring information this should be addressed through the Regional Coastal Monitoring Programme. Regarding Yarmouth Castle, detailed consideration of the future protection of the site will be examined as part of the upcoming West Wight Coastal Defence Strategy Study. |
| 10/23/2010 | Resident | PO33 | | | | <p>I think the whole Isle of Wight Shoreline Management Plan is a complete waste of money. There is no answer to coastal erosion. The construction of Ryde Harbour and the harbour at Ventnor has had an effect. At Eastern Gardens, west of Ryde Pier used to have a fine beach this has disappeared with a build up of sand to the east of the harbour this is what happens when coastal flow is interfered with. The same is true at Ventnor where the beach is a sorry condition to what it once was while the new tiny harbour continually silts up.</p> | Thank you for this comment, your concerns are noted. |
| 25 | Representative | Southern Region Flood Defence Committee | | | | <p>Thank you for sending me a copy of the Draft SMP2. It will certainly be useful.</p> | Thank you for this comment. |
| 26 | Representative | Environment Agency - Solent and South Downs Area FCRM Manager | | | | <p>Following our involvement in the Client Steering Group and our reviews of drafts of the SMP2 and subsequent input into the documents as presented in the Public Consultation, we have no further comments on the Public Consultation documents. This statement has been approved by John O'Flynn (Solent and South Downs Area FCRM Manager).</p> | Thank you for this comment. |
| 28 | Representative | Hampshire and Isle of Wight Wildlife Trust | All | | | <p>Thank you for your letter of 22nd July together with the team responding to our questions at the open day at Ryde on 14th September.</p> <p>In responding to this consultation we declare an interest in owning and managing land within the coastal landslips of the Undercliff. In preparation to this response we have re-visited a number of sites across the Island with a particular emphasis on locations subject to contention in the past.</p> <p>Our comments relate both to the broad policies expressed in the draft plan as well as comments on individual proposals. We have therefore structured our comments slightly differently from that suggested in the response form.</p> <p><u>Overview</u></p> <p>We welcome the production of this draft as it assists in bringing clarity to issues of great interest and concern to Islanders and to the wider public.</p> <p>We are particularly pleased with the emphasis the plan gives to identifying risks from coastal instability and flooding. The recognition that adaption is an essential part of the suite of responses is helpful in drawing together a plan that is sustainable. We particularly welcome the recognition that new coast defences are unlikely under current financial constraints and that the long term retention of all defences, such as at Castlehaven, cannot be guaranteed. We similarly welcome the recognition that the A3055 is unsustainable on its existing alignment and that detailed consideration will need to be made to adapt to breaches in this part of the Island's infrastructure.</p> <p><u>Comments on individual sites</u></p> <p><u>Brading Marshes.</u> PDZ3. We have taken a particular interest in recommendations relating to land historically within the intertidal zone and currently managed as grazing marshes. Our interest relates to the intrinsic issues of individual sites together with the strategic issues relating to such sites across the Solent region.</p> <p>The Brading marshes are proposed to be defended from tidal inundation into the foreseeable future. In this respect the policy position for Brading differs from other coastal grazing marshes, particularly those on the western Yar. The reasoning behind the preferred strategy is not as clearly articulated in the plan as it might be. We ask that the final edition of the plan offers this reasoning in greater detail.</p> <p>Having recently visited the marshes, and having discussed the issues with the RSPB and others, we have been persuaded that the preferred policy option is the correct one. However this reasoning becomes questionable should the marshes not fulfil the Natura 2000 and Ramsar functions that justify their defended status in the plan. In this respect we believe the effective delivery of the water level management plan is an essential element in the justification of the policy to maintain the flood defences of the site.</p> <p>St Helens Duver. PDZ3. The Duver at St Helen's is the last substantial sand dune system on the Island. The southern spit of the harbour is</p> | <p>Thank you for your comments. Regarding individual sites: 1) <u>Brading Marshes</u>- The SMP incorporates the policies from the Eastern Yar Flood and Erosion Risk Management Strategy and is based on advice from Natural England. The decision to protect brading Marshes as a freshwater habitat for 100 years is based on the cost and near impossibility of recreating a similar habitat within a suitable distance, ie. around the Solent. The text of Chapter 4.4 will be strengthened in the Management Area Statement and in Section 3 to reflect this: "As outlined by the Eastern Yar Flood and Erosion Risk Management Strategy (led by the Environment Agency, 2010), sustaining Embankment Road will primarily meet obligations to protect the internationally protected freshwater habitat in and around Brading Marshes (under Article 6 of the habitat regulations), as well as protecting around 450 properties and the key road between Bembridge and St Helens from flooding to a standard of 1:25 and meets obligations under the Bembridge Harbour railways act." 2) <u>St Helen's Duver</u>- Thank you for your comment. 3) <u>Niton Undercliff</u>- These comments have some justification but relate to scheme specific management and should not influence the longer term management intent. Changes to the landowner have resulted in access issues, though there have been attempts to overcome these. This is an ongoing matter for the IWC to resolve.</p> |

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| 28 (continued) | Representative (continued) | Hampshire and Isle of Wight Wildlife Trust (continued) | All (continued from row above). | <p><u>Assessments</u></p> <p>We welcome what assessments have been prepared but question whether these meet the statutory obligations under the Strategic Environmental Assessment or Habitat Regulation Assessment procedures. We agree with Natural England¹ that the Appropriate Assessment concludes that the Shoreline Management Plan is likely to have an adverse effect on Natura 2000 interests. We had hoped to see the assessments of the plan analysing the habitat changes arising from the plan together with the changes in the structure and function of these habitats and attendant populations. The features that we look to have assessed in the Appropriate Assessment are those relating to the Natura 2000 designations and the Ramsar designations together with the SSSI, SINC and priority BAP interests in the Strategic Environmental Assessment. To understand the issues that need addressing we believe it necessary to consider these features in their own right, collectively in an Island context and then more broadly in a Solent context.</p> <p>Our concern is that the shortfalls in the assessment do not permit an overview of the issues. The shortfalls also mean it is not possible to identify what works may be required to 'compensate' or 'mitigate' for the changes facilitated by the plan. We therefore have a plan which has been identified as likely to cause an adverse impact on internationally important wildlife without setting out how that challenge is to be addressed</p> <p>To illustrate this concern coastal features such as grazing marshes are identified in various statutory designations for their special interests. These interests include the use of these areas by Ramsar and Natura 2000 bird populations as part of the complex structure and functioning of the Solent's estuarine ecosystem. The Natura 2000 and Ramsar grazing marshes also contain a range of habitats including freshwater marshes, saline and hypersaline marshes, swamps, lagoons and tidal woodlands. There is no way of knowing from the assessment to what degree these features will be prejudiced by the draft plan.</p> <p>We therefore request that before this plan is finalised the assessments are completed so that proper provision may be made for these important features within the context of a dynamic coastline.</p> | <p>Thank you for your comments, it may be a case of clarifying where this information can be found, which is given as follows. The HRA does in fact take into consideration the habitat types and their structure and function, as given in Table 2.7 of the Stage 3 Report, and discussed in the detailed tables for each PDZ within Annex I-IV of the HRA report. Furthermore, the loss of the 31 hectares of coastal grazing marsh, its function and supporting species as a result of the policy suite in PU6C.5 (Yarmouth Mill and Thorley) is discussed in detail within Appendix L of the SMP2 (Stage 4 of the HRA - which is about to be submitted to Defra). The issues for the international and European nature conservation sites have been addressed at at PDZ level, collectively in an Island context and more widely for the whole designated site across the Solent (e.g. refer to Section 15 for PDZ level and Annex I-IV Tables, and Section 16 for the whole SMP2 summary, and Section 17 in combination with the North Solent SMP2).</p> <p>The SSSI, SINC and priority BAP interests are discussed in the SEA, as these are not required to be assessed within the HRA (for example refer to Annex F-III and Table 8.1 in the Appendix F - SEA Environmental Report). Furthermore, the Statement of Environmental Particulars (SoEP) that accompanies the Final SMP2 will list those sites and habitats (international, national and local) that will be affected by the SMP2 policy, along with the required habitat monitoring and management.</p> <p>The assessment has been carried out according to habitat type for each designated site within each PDZ and is given in Annex I-IV of the HRA Stage 3 Report, which states whether any mitigation measures are required and whether there is an adverse effect. This is then summarised by PDZ in Section 15 of the HRA Stage 3 Report, and then cumulatively for the whole SMP2 in Section 16. Following the comments from the Quality Review Group and Natural England, we have however added in summary tables for each PDZ to clearly show how each habitat type is affected (i.e. quantitative losses and gains where possible), stating whether an adverse effect or not has been concluded. In addition, the summary table of the whole SMP2 (refer to Table 6.2) has been made clearer. Stage 3 of the HRA report is to conduct the Appropriate Assessment and states what was to happen next (refer to Section 18: Next Stage: Where to From Here?).</p> <p>Stage 4 of the HRA process is to: summarise the assessment of the negative effects on the sites; record the modifications or restrictions considered; test of Alternative Solutions; test for Imperative Reasons of Overriding Public Interest (IROPI); and identify the necessary Compensatory Measures. This has now been drafted following Public Consultation of the Final SMP2 and will be submitted to the Secretary of State shortly. Compensation for any habitat loss will be sought through the Environment Agency's Southern Regional Habitat Creation Programme, which is the Government's recommended vehicle for delivering strategic habitat compensation and are funded in advance of engineering works that cause damage. Therefore, no damage to a Natura 2000 site as a result of a policy can occur, prior to compensation being secured.</p> <p>We agree with your comment that the habitats discussed are used by Ramsar and Natura 2000 bird populations, and therefore these are discussed within the SPA and Ramsar site assessment in Annex K-IV, as well as illustrating which species use which habitats in Table 2.5 of the HRA Stage 3 Report. It is also agreed that the grazing marshes also contain a range of habitats, but the assessment is based on the recommendation from Natural England to format the HRA by assessing the habitat groupings rather than individual sub-features. Where there has been an adverse effect more detail of the site lost has been given in the Stage 4 Report (which is Appendix L of the SMP2 and will accompany the Final SMP2). It should also be noted that the HRA for this SMP2 is a high level assessment and we have used the available information, and further studies will be conducted where necessary.</p> |
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| | | | | | | <p><u>Conclusion.</u> We welcome the draft plan for highlighting the challenges that a naturally dynamic coastline brings to the community and economy of the Island. We similarly welcome the realism in recognising that the forces in question are such that adaption is an essential component in formulating a response. We are concerned that statutory environmental issues have not been adequately addressed and this leaves the plan vulnerable to challenge. If it would assist you we would be happy to explore the thoughts expressed above in greater detail.</p> | <p>We feel that the statutory environmental issues for both the SEA and HRA have been addressed and have been done so in accordance with the Habitats, Birds and SEA Directives, as well as the Habitats Regulations 2010, alongside guidance and much discussion with the CSG (which includes Natural England and the Environment Agency). Hopefully we have provided some clarity on some of the issues raised and pointed out where this information has been recorded. We have taken your comments on board (along with other stakeholders) by improving the presentation of information within the HRA Stage 3 Report (which will be re-issued for your information). Furthermore, subsequent to the Public Consultation stage of the SMP process Stage 4 of the HRA (i.e. IROPI and seeking compensation) and the Statement of Environmental Particulars to support the Final SMP2 are also to be produced, the latter of which is a summary of the environmental findings (SEA, HRA and WFDA) and how they have been incorporated along with consultation comments into the SMP2.</p> |
| 29 | Resrepresentative | RSPB | All | | | <p>Thank you for seeking the RSPB's comments on the draft Isle of Wight SMP.</p> <p>Our detailed comments in relation to the various Policy Development Zones (PDZs) within the draft SMP are presented in the attached annex. We also have some more general comments, set out below, in respect of particular aspects of the assessments, and their consequences on the internationally designated wildlife sites.</p> <p>As you are aware, much of the northern coast of the Isle of Wight is extremely important for wildlife both in its own right and as part of the wider Solent and Southampton Water Special Protection Area (SPA). Coastal squeeze and the resulting habitat loss pose a direct threat to these sites, which include internationally important populations of breeding and wintering birds. The SMP provides an opportunity to identify coastal management that can create new habitat to maintain the coherence of the Natura 2000 network. In addition, it also offers opportunities to contribute to the delivery of Biodiversity Action Plan (BAP) habitat and species targets. However, new coastal management proposals may also constitute a threat, and need careful consideration.</p> <p>The RSPB welcomes the assessment work that has been undertaken in respect of the SMP, however we question whether the statutory requirements laid out under the Strategic Environmental Assessment (SEA) Regulations and, in particular, the Habitats Regulations have been fully met. For example, we note that a habitat group approach has been taken to the assessment of impacts on the international sites and, while we broadly support this approach, the Habitats Regulations Assessment (HRA) and SEA must also assess the specific ecological function of the habitats affected by coastal policies. Key international site features, such as SPA bird feeding and roost sites must be carefully mapped and their importance to site integrity assessed.</p> <p>Where such features are considered essential to site integrity, there will be an imperative to maintain such features in situ. However, where this is not possible the Council must be able to identify the locations for the replacement of such features in order to ensure the coherence of the international sites.</p> | <p>Thank you for your comments, it may be a case of clarifying where this information can be found, which is given as follows. The HRA does in fact take into consideration the habitat types and their structure and function, as given in Table 2.7 of the Stage 3 Report, and discussed in the detailed tables for each PDZ within Annex I-IV of the HRA report.</p> <p>Furthermore, the AA has recognised high tide roosting sites as being an important habitat component in its own right. The SMP has teased out this 'function' separately in the AA, as it was recognised as being important. The Isle of Wight SMP2 along with the North Solent SMP2 have been at the forefront in addressing/recognising/assessing high tide wader roost sites. Please refer to Tables 2.8 and 6.2 of the Stage 3 HRA Report. Furthermore, the loss of the 31 hectares of coastal grazing marsh, its function and supporting species as a result of the policy suite in PU6C.5 (Yarmouth Mill and Thorley) is discussed in detail within Appendix L of the SMP2 (Stage 4 of the HRA - which is about to be submitted to Defra, following support from Natural England).</p> <p>Stage 3 of the HRA report is to conduct the Appropriate Assessment and states what was to happen next (refer to Section I8: Next Stage: Where to From Here?), which is Stage 4 of the HRA process - which is to: summarise the assessment of the negative effects on the sites; record the modifications or restrictions considered; test of Alternative Solutions; test for Imperative Reasons of Overriding Public Interest (IROPI); and identify the necessary Compensatory Measures. This has now been drafted following Public Consultation of the Final SMP2 and will be submitted to the Secretary of State shortly. Compensation for any habitat loss will be sought through the Environment Agency's Southern Regional Habitat Creation Programme, which is the Government's recommended vehicle for delivering strategic habitat compensation and are funded in advance of engineering works that cause damage. Therefore, no damage to a <i>Natura 2000 site (or network)</i> as a result of a policy can occur, prior to compensation being secured.</p> <p>Within the Appendix L (SMP2) report it is highlighted that it is essential that not only does 31 hectares of coastal grazing marsh need to be compensated for but also the same function and structure will need to be replaced so that it provides for the birds that will loose this habitat. Potential areas are identified within this report, since it is necessary for the RHCP to look within the vicinity of the lost habitat, before it looks further afield if it cannot be replaced nearby.</p> |

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| 29 continued | Representative (continued) | RSPB (continued) | All (continued) | | | <p>We appreciate the challenges of delivering replacement habitats at this scale, however, we are extremely concerned by the references to losses of habitat, for example the mudflats at Wootton Creek, as having no adverse effect on the designated sites. Not only has insufficient evidence been presented to support this conclusion at a site level, but the approach fails to consider the cumulative effects of small losses to habitat across the SPA as a result of the proposed coastal defence policies, and does not comply with the precautionary principle required by the Habitats Regulations.</p> <p>We are further concerned that the policy unit assessments, in many cases, fail to clearly quantify the losses to the habitat groups at a PDZ level or to provide full details of the compensatory proposals which are required to offset losses to key coastal habitats as a result of SMP policies over the lifetime of the Plan, including losses to intertidal and freshwater habitats, and losses to feeding and high tide roost sites. In addition, the effect of policies on seabird breeding sites, and whether any compensatory sites are necessary does not appear to have been considered.</p> <p>Losses of SPA habitat will generally need to be replaced outside of the SPA network through a programme of compensatory measures, following assessment and justification under the Habitats Regulations. The competent authority will need to demonstrate that a suitable area of all compensatory SPA habitats can be delivered ahead of the predicted losses to maintain the coherence of the network.</p> | <p>Thank you for your comments, as a result of these (along with other stakeholders) we have clarified the summaries at PDZ level and for the island as a whole (i.e. cumulatively) by adding in tables to summarise the losses for each habitat grouping for each designated site (refer to the amended Table 6.2 for the cumulative summary). We have also clarified our argument at Wootton Creek (and other locations where necessary), as we still believe and have the support of Natural England that there will be no adverse effect to the SPA or Ramsar site from the policy suite, since over the 100 year period there will be a loss of less than ca. 0.005ha per year, which will be indiscernible from the natural fluctuations within the system. Furthermore, the increase in mudflat habitat from the MR policy at Wootton Bridge will increase the available habitat, and Solent wide mudflat habitats will be increasing over the 100 year period.</p> <p>As stated earlier, tables have been inserted within each PDZ summary to clearly present the losses and gains where quantified for each habitat type within each designation, along with stating whether an adverse effect on the site integrity has been included. The required compensatory habitat is presented in Section I6 (Paragraph 16.1.9). The details of what exactly will need to be compensated for is then further detailed (i.e. the need for the coastal grazing marsh to fulfill the function of feeding areas for winter birds and high tide roosts) within the Stage 4 Report (which is to be presented in Appendix L of the SMP2) that will be issued to the Secretary of State. Furthermore, the AA has recognised high tide roosting sites as being an important habitat component in its own right. The SMP has teased out this 'function' separately in the AA, as it was recognised as being important. The Isle of Wight SMP2 along with the North Solent SMP2 have been at the forefront in addressing/recognising/assessing high tide wader roost sites. Please refer to Tables 2.8 and 6.2 of the Stage 3 HRA Report.</p> <p>Stage 4 of the HRA process is to: summarise the assessment of the negative effects on the sites; record the modifications or restrictions considered; test of Alternative Solutions; test for Imperative Reasons of Overriding Public Interest (IROPI); and identify the necessary Compensatory Measures.</p> | |
| 29 continued | Representative (continued) | RSPB (continued) | All (continued) | | | <p>This includes compensation of designated freshwater habitats, such as coastal grazing marsh, of which we note that 30.9 ha of replacement habitat has yet to be identified.</p> <p>We recognise that in some places a policy of Hold the Line may be necessary but, in such cases, it is important that the HRA presents the case for 'no alternative solutions' and 'imperative reasons of overriding public interest'. This is necessary to demonstrate that the strict tests of the Habitats Regulations can be met which would then trigger the need to undertake compensatory measures. It is vital that the European sites are fully protected and that damage as a result of future coastal defence policy is only allowed in exceptional circumstances. This demands a robust, systematic and transparent approach to the key tests on alternative solutions and imperative reasons of overriding public interest, and any resulting compensatory requirements.</p> <p>We would also advise that where loss of habitat from coastal squeeze results from privately maintained defences there is still an obligation to provide mitigation or compensation. This is a particular concern where these defences may be at odds with the agreed preferred policy.</p> | <p>This has now been drafted following Public Consultation of the Final SMP2 and will be submitted to the Secretary of State shortly, following support from Natural England to ensure that it complies with the strict tests of the Habitats Regulations 2010. Compensation for any habitat loss will be sought through the Environment Agency's Southern Regional Habitat Creation Programme, which is the Government's recommended vehicle for delivering strategic habitat compensation and are funded in advance of engineering works that cause damage. Therefore, no damage to a Natura 2000 site (or network) as a result of a policy can occur, prior to compensation being secured. The 31 hectares of coastal grazing marsh will be lost in Epoch 2, which gives us Epoch 1 to create the Habitat Management Plan for the site and to secure and create the necessary habitat (along with the required structure and function that will be lost at Thorley and Barnfield streams).</p> <p>The HRA only assesses the policies of the SMP2 and not for privately maintained defences. Where there is a policy of NAI with a caveat that does not preclude the right for owners to maintain their own defences through private funding - the HRA has assessed the SMP2 and is under no obligation to provide mitigation or compensation. It will be the requirement of the private owners to prove that they will not be having an adverse effect on the designated sites and will have to provide information for an AA so that the maintenance works can be approved by the Council. However, that said, it will be included in the Statement of Environmental Particulars, those policies that are either NAI/MR where there are private defences that sit within nature conservation sites so that it is easily identifiable where there may be applications for maintenance works in the future.</p> | |

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| | | | | | | <p>In summary, to give the necessary level of assurance, we believe that the SMP and its HRA must commit to the following:</p> <ul style="list-style-type: none"> -Predict, identify and monitor habitat losses resulting from SMP policies for all key coastal habitats. -Replace all priority habitat losses in a functionally like for like manner, at least on a 1:1 basis. -Maintain an audit, or balance sheet, for each habitat type, of: <ul style="list-style-type: none"> (i) European site habitat losses resulting from SMP policies and (ii) European site habitat gains. -Ensure that habitat gains at any time must exceed habitat losses. -Ensure that the suite of habitats created perform the necessary ecological functions to maintain the species for which the SPAs are designated. <p>The SMP also offers the prospect of contributing to UK Biodiversity Action Plan targets for habitats and species. This contribution should be assessed, and we would recommend the SMP process includes an assessment of potential BAP habitat gains and losses over the SMP's three epochs.</p> <p>We hope that these comments and those in the annex below are helpful.</p> | <p>The losses and gains have already been given within the HRA - Table 6.2 for a cumulative summary. Monitoring requirements are also given in the SEA and SMP2 Action Plan. Any lost BAP habitats will be replaced like for like (i.e. this is the case for the coastal grazing marsh). An audit, or balance sheet, for each habitat type has already been carried out, but this has been clarified and summarised in Table 6.2 of the HRA Report.</p> |
| 29 continued | Representative (continued) | RSPB (continued) | PDZ1 | | | <p><u>ANNEX:</u> RSPB Comments on the Draft IWSMP. Introduction: Our detailed comments relating to specific SMP Policy Development Zones (PDZs) are presented in the table below. We have not commented on every unit within the PDZs but focus on those which raise particular SPA and Ramsar issues.</p> <p>PDZ1 –Cowes and the Medina Estuary: The RSPB recognises the need to Hold the Line at Newport to protect people and property. However, as you are aware, any losses to the extent of SPA habitat or features will need to be replaced. / We note that an area of ca. 4.1 ha of land to the north of the Werrar Marsh has been suggested as mitigation for the loss of mudflat and sandflat in the inner estuary. However the proposed habitat re-creation is for mudflat and saltmarsh and it is not therefore clear that this will provide the same function as the habitat that will be lost. Further information is also required to demonstrate how tidal inundation of this site will affect the present SPA interest, and whether further compensation will also be required.</p> | <p>The BAP habitats have been assessed in the SEA, however they have not been quantified, these can be extrapolated from those BAP habitats that sit within the international designations and extrapolated and presented in the Statement of Environmental Particulars - but no further work will be completed.</p> |
| 29 continued | Representative (continued) | RSPB (continued) | PDZ2 | | | <p>PDZ2: The RSPB supports policies of No Active Intervention and Managed Realignment at Wootton Creek to improve the quality of the mudflats and saltmarsh. / However we are concerned by the conclusion that the loss of intertidal mudflats at this site as the result of Hold The Line policies will have no adverse effect. While we accept that it is possible that gains in mudflats at King's Quay Creek may mitigate for this loss it must be ensured that the gains occur before the losses. Additionally it must also be ensured that the saltmarsh at King's Quay Creek is able to roll back as predicted. If this results in the saltmarsh rolling back beyond the boundary of the SPA this will become a case for compensation rather than mitigation and will require further assessment under the Habitats Regulations. / We strongly disagree with the application of the de minimus principle for the habitat loss at Nettleston Point.</p> | <p>Following communications with Natural England it has been deemed that the loss of mudflat within the Medina Estuary is actually a maximum of. 1.7ha over the 100 year period (which is ca. 0.017ha a year) less than previously assessed (i.e. 4.1ha) and that this loss of mudflat in the context of the amount of estuarine mudflat habitat within the SAC and the net increase in ca. 142 hectare of mudflats elsewhere in the SAC over the 100 year period (which will also have a similar habitat function in that they will be estuarine mudflats e.g. the gain within the Lymington estuary) means that the loss is not significant and will have no adverse effect on the integrity of the SAC. It would be difficult to discern this from the natural year round variation in tides, which could mask any potentially negligible loss, as well as from the natural changes that will occur in this estuary due to its steep topography and sea level rise. The amount of loss will be small and indiscernible from the natural variations within the estuary that the birds already experience.</p> <p>Furthermore, the areas that have HTL policies have not been identified as being important feeding areas for waders and waterfowl species. Additional habitat is also being created outside of the SPA (i.e. through the MR of Wootton Creek) which could provide additional nearby feeding habitats. It is therefore also been concluded that there will no adverse effect on the Solent and Southampton Water SPA.</p> |
| 29 continued | Representative (continued) | RSPB (continued) | PDZ2 | | | <p>The IW Mitigation Strategy estimated a minimum of 0.5 ha (maximum of 1 ha) loss of intertidal mudflats designated within the Solent and Southampton Water Ramsar site for the whole of Wootton Creek. However, this was estimated for the area when a HTL policy was for the entire of Wootton Creek, when now the only areas are policy units 2B.2, 2B.4, 2B.6 and 2B.7, which equates to about 30% of the entire Creek. Furthermore, PU2B.2 is fronted by designated mudflat, PU2B.4 by mudflat though only 11% of this unit is designated, PU2B.6 only has <50m stretch of designated mudflat since it is the ferry port, whilst only ca. 60% of PU2B.7 is designated, with ca. 40% mudflat habitat. Overall therefore, the loss of mudflat due to HTL policy within this management unit is likely to be significantly less than 0.5 ha over the 100 year period and this loss, which will mainly be within PU2B.2, will be difficult to discern from both the natural loss due to the steep topography of this small estuary with sea level rise and the natural fluctuations of the system over the 100 year period.</p> <p>Therefore, it can be concluded that there will be no adverse effect on the integrity of the important wetland habitat of the mudflats that support internationally important wader species for the Solent and Southampton Water Ramsar site. Wootton Creek is used as a feeding ground by some internationally designated wader and waterfowl bird species protected by the Solent and Southampton Water SPA, though they are in this location, they do not occur in numbers of international importance. The combination of the loss of less than 0.5 ha mudflat within the Creek over 100 years (which is too small a rate of loss to affect bird populations), the creation of 15ha of improved feeding habitat in the vicinity as a result of the MR at Wootton Bridge (PU2B.3), and the increase in intertidal mud of 125ha more widely in the SPA, it is therefore very unlikely to affect the feeding of these bird species and thus it can be concluded to have no adverse effect on the integrity of the Solent and Southampton Water SPA.</p> | |

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| | | | | | | | | | With regards to Kings Quay the defences that have previously existed in this location are no longer functional and therefore a policy of NAI will allow the small creek to continue to evolve naturally with sea level rise and therefore is the saltmarsh begins to shift landward of the SPA boundary this is beyond the implications of the SMP2 but rather as a result of natural change. |
| 29 continued | Respresentative (continued) | RSPB (continued) | PDZ3 | | | | | <p>PDZ3 –Bembridge and Sandown Bay: We welcome the proposals for Managed Realignment to restore the natural processes of the last substantial dune system on the Island, at St. Helen’s Duver (PU3a.2). We believe that positive efforts to allow the seaward dune system to become mobile again are vital for the dunes and for protecting saltmarsh and mudflats behind. / However this will not happen until the third epoch and we are concerned that the initial policy of Hold the Line will result in the loss of designated intertidal habitat. Again we disagree with the application of the de minimus principle. Mitigation or compensation should be sought resulting in, at the least, no net loss in area.</p> <p>We support the policy of Hold The Line at the Embankment Road (PU3A.4). The RSPB reserve at Brading Marshes is potentially one of the most extensive and valuable areas of freshwater grazing marsh in southern England. We believe that protecting this site from tidal inundation is necessary to protect the internationally important freshwater interests behind the defences. As a European designated site, the freshwater wetland would have to be replaced elsewhere if the defences were not maintained and it is difficult to see where and how this could be accomplished within the existing catchment, or indeed within the wider SPA area. We would like to see the importance of the designated freshwater marsh as a justification for this strategy clearly acknowledged in the SMP. / Further, it is vital that the marshes are allowed to fulfil their designated Natura 2000 and Ramsar functions. The successful deliverance of the Water Level Management Plan is crucial and must be achieved if the decision to Hold The Line at Embankment Road is to be justified.</p> | The application of 'de minimus' was applied and accepted by Natural England as part of the study conducted by Atkins for the Eastern Yar Flood and Erosion Management Strategy was completed in . Detailed analysis of the SPA interest features that use the sandflats within the SPA/Ramsar sites as a feeding grounds was recorded as being <0.1% (and <1% of the birds (waterfowl such as dark-bellied Brent geese and teal) within the study area), which was deemed as having no adverse effect to the integrity of the SPA and Ramsar site. Therefore, no mitigation or compensation is required. |
| 29 continued | Respresentative (continued) | RSPB (continued) | PDZ4 | | | | | <p>PDZ4 –Ventnor and the Undercliff: Having viewed the new defences in the Castlehaven area (PU4B.2) we share the concerns of the Hampshire and Isle of Wight Wildlife Trust that the impacts of the new coastal defence on wildlife are not being monitored. We believe that this monitoring should be undertaken to a high standard to ensure that future decisions are undertaken with the fullest possible data.</p> | Thank you for expressing your concern on this issue. It has been assessed that the HTL policy within PDZ will have no adverse effects on the international designations and therefore no mitigation or monitoring will be required in that respect. However, with regards to the Castlehaven Coast Protection Scheme in place and the associated monitoring, these comments have some justification but relate to scheme specific management and should not influence the longer term management intent. Changes to the landowner have resulted in access issues, though there have been attempts to overcome these. This is an ongoing matter for the IWC to resolve. |
| 29 continued | Respresentative (continued) | RSPB (continued) | PDZ5 | | | | | <p>PDZ5 –South-west Coastline: The RSPB supports the move to a policy of No Active Intervention for this PDZ, allowing the maritime cliff habitat to evolve naturally.</p> | Thank you for your comment. |
| 29 continued | Respresentative (continued) | RSPB (continued) | PDZ6 | | | | | <p>PDZ6 –West Wight: The RSPB is concerned that no compensation has been identified for the loss of coastal grazing marsh from this stretch of coast.</p> | The HRA Stage 3 Report is not required to identify the location of the compensatory habitat that will be needed, other than to state what is required (included its function and supporting species) and by when. Stage 4 of the HRA process (which will be in Appendix L of the SMP2) goes further into the needs of the compensatory habitat as part of the IROPI case to the Secretary of State, which will be sought through the Southern Regional Habitat Creation Programme and is the Government's dedicated resource for delivering strategic habitat compensation and are funded in advance of engineering works that cause damage. Within this report suggestions are made of the possible compensatory habitats within the vicinity of the loss. |
| 29 continued | Respresentative (continued) | RSPB (continued) | PDZ7 | | | | | <p>PDZ7 –North-west Coastline: The RSPB supports the policy of No Active Intervention for this zone as this policy approach will be beneficial to the intertidal habitats of the SPA and allow replacement of eroded habitats. However our support is conditional that mitigation measures for the saline lagoons are carried through. We question whether a firm commitment has been made to the necessary management of the saline lagoons in order maintain their integrity as a European site feature.</p> | On further discussion with Natural England it has been deemed that the structures that support the historic salt pans and which are owned and managed by the National Trust since they are historic assets are not coastal or flood defences and therefore do not fall under the remit of the SMP2. Therefore, Newtown Estuary will continue to be undefended throughout and will evolve naturally with sea level rise with a continued policy of NAI throughout the 100 year period of the SMP2. Therefore, no mitigation measures are required. The necessary changes have been made within Section 15.4.43 and Table 7 of Annex I-IV of the HRA Stage 3 Report. |

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| 30 | Representative | Buglife -The Invertebrate Conservation Trust | All | | | | <p>Buglife – The Invertebrate Conservation Trust is the only organisation in Europe committed to the conservation of all invertebrates. Our aim is to prevent invertebrate extinctions and maintain sustainable populations of invertebrates in the UK. In 2007 we published 'Managing Coastal Soft Cliffs for Invertebrates – a best practice guide' (Whitehouse, 2007) which included specific information on the ecology of soft cliffed coasts on the Isle of Wight, and recommendations on their future management (project supported by the Esmee Fairbairn Foundation). We have also completed habitat and invertebrate surveys of the south west coast from Blackgang Chine to Compton Chine – focussing on the undercliffs and chines (surveys took place in 2005 and 2006, and were supported by the Environment Agency and English Nature).</p> <p>Thank you for granting us the opportunity to participate in the consultation process for the Isle of Wight Shoreline Management Plan. We have the following comments on soft cliffed coastal units.</p> <p>After Dorset, the Isle of Wight is the most important region area in the UK for the conservation of specialist soft cliff invertebrates (Whitehouse, 2007). There are a number of soft cliff sites around the island, which range from being of local importance to national and international importance for their geological and ecological interest (maritime cliffs and slopes are also a UKBAP Priority Habitat). In particular, the cliff sections on the south coast support a great number of rare or restricted species. Many of these species are only found on soft cliffs in the UK, and a high proportion are only found on the Isle of Wight and Dorset.</p> <p>The Isle of Wight is a national stronghold for a number of specialist soft cliff species including UKBAP Priority Species such as Glanville Fritillary (<i>Melitaea cinxia</i>) and Cliff tiger beetle (<i>Cylindera germanica</i>). The flora and fauna of these cliffs is reliant on the continued natural erosion of the cliffs to maintain suitable habitat. Where natural processes are disrupted or lost the associated wildlife is also lost.</p> <p>We are pleased that the SMP recognises the need for allowing natural processes to occur. Our coasts are formed by a dynamic system of erosion and deposition, sustainable management of coastal erosion must work with these processes rather than against them. These natural processes have been operating for centuries, and are what makes the Isle of Wight coast such a fantastically interesting place for wildlife and geology today, and attracts people to live and visit here.</p> <p>We agree that a less interventionist approach to protecting the coast is required. There will be potential benefits to biodiversity from the restoration of natural processes in situations where they have been lost or marginalised. The appropriate management of coastal erosion is a significant factor in the maintenance of many sites of national and international importance for nature conservation. Additionally, management strategies should not neglect wildlife sites that are not afforded statutory protection; provision should be made for the wildlife interest of the wider countryside. We are of the opinion that management strategies that are sensitive to wildlife and promote conservation are key to the successful delivery of the UK's statutory nature conservation obligations and many of the targets set out by the UK Biodiversity Action Plan process.</p> | Thank you for these comments |
| 30 (continued) | Representative (continued) | Buglife -The Invertebrate Conservation Trust | All (continued from row above). PDZ3,4,5 | Strongly agree | Strongly agree | Strongly agree | <p>Policy Development Zone 3 – Bembridge and Sandown Bay (PDZ3) - We strongly agree with the short, medium and long-term policy for this policy unit of no active intervention on eroding sections of soft cliffs (Bembridge, Whitecliff Bay, Culver and Red Cliff, Luccombe). / Red Cliff is of national importance for its invertebrate fauna and supports many specialist soft cliff invertebrates, many of which are entirely reliant on the appropriate management of soft cliffs (i.e. no intervention in natural coastal processes) for their conservation. Species of particular note include the UKBAP Priority Species the Black-headed mason wasp <i>Odynerus melanocephalus</i> and Long-horned mining bee <i>Eucera longicornis</i>. Red Cliff is also one of only two known sites in the UK for the Red Data Book solitary wasp <i>Nysson interruptus</i>. There are also records of the Large mason bee <i>Osmia xanthomelana</i> (RDB1, UKBAP) from the site, although this species has not been recorded here since 1998 and is now thought extinct in England. / Shanklin Chine to Luccombe Chine is not notified as SSSI, however the cliffs and cliff slopes are known to support eight Red Data Book and 49 Nationally Scarce invertebrate species, including the Long-horned mining bee <i>Eucera longicornis</i> (UKBAP). This invertebrate assemblage is considered to be of national importance and it has been recommended that the site is notified as SSSI (Colenutt & Wright, 2001; Whitehouse, 2007). This area of ecological interest does not include Shanklin Chine itself which is behind cliff protection. The cliffs of Bordwood Ledge and Luccombe Chine support one of only two UK populations of the Red Data Book listed and UKBAP Chestnut click beetle <i>Anostirus castaneus</i>.</p> <p>Policy Development Zone 4 - We strongly agree with the short, medium and long-term policy for this policy unit of no active intervention on eroding sections of soft cliffs (Dunnose, St. Lawrence Undercliff, St Catherine's and Blackgang). / Bonchurch Landslips (SSSI), is a well known site for a number of rare invertebrates. However, the SSSI citation does not mention invertebrates as an interest feature. This is despite the undercliffs supporting a nationally important population of the UKBAP-listed Chestnut click beetle <i>Anostirus castaneus</i> and one of only two UK populations of the Red Data Book spider <i>Episinus maculipes</i>. The boundary of the SSSI ends abruptly just to the north of Bordwood Ledge despite the ecological interest of the cliffs continuing to Shanklin Chine (as discussed above). / The soft cliff slopes and undercliffs from St. Catherine's Point to Steephill Cove are an incredibly rich invertebrate site, particularly for solitary bees and wasps. The site is known to support 13 Red Data Book invertebrates, and 5 UKBAP species including Glanville fritillary <i>Melitaea cinxia</i>, Cliff tiger beetle <i>Cylindera germanica</i>, Long-horned mining bee <i>Eucera longicornis</i>, Dotted bee-fly <i>Bombylius discolor</i> and the Chalk Carpet moth <i>Scotopteryx bipunctata</i>. / The soft cliffs from St Catherine's Point to Chale Bay are also of national importance for their invertebrate fauna – this is discussed in more detail below.</p> <p>Policy Development Zone 5 – Central Chale Bay to Afton Down (PDZ5) - We strongly agree with the short, medium and long-term policy for this policy zone of no active intervention. / The south west coast is the longest continuous stretch of unprotected soft cliff in southern Britain. The amount of unfragmented habitat combined with extensive undercliffs and a southerly aspect has resulted in some of the highest quality soft cliff invertebrate assemblages in the UK, characterised by thermophilic (warmth-loving) species and species associated with groundwater seepages. The cliffs and chines of the southwest Isle of Wight coast are one of the most important soft cliff sites in the UK and are known to support: 5 UKBAP soft cliff invertebrates (Glanville fritillary <i>Melitaea cinxia</i>, Cliff tiger beetle <i>Cylindera germanica</i>, the mining bee <i>Lasioglossum angusticeps</i>, Black-headed mason wasp <i>Odynerus melanocephalus</i> and the Dotted bee-fly <i>Bombylius discolor</i>), 12 Red Data Book and 18 nationally scarce species. / Buglife welcomes this Shoreline Management Plan (SMP) as a useful base for the future sustainable management of the Isle of Wight coastline. We [Recent consultations on Conservation Area designations will assist coordination on these topics]. We would welcome further discussions on those policy combinations as suggested for Yarmouth (existing) conservation area and the proposed Bembridge conservation area for instance, since these will no doubt raise similar issues to our other designated areas in the future as a result of the policy decisions being made now. We would also like to offer our advice on other heritage assets e.g. nationally or locally listed buildings which could also be impacted in the future by issues such as coastal erosion, construction of new defences and flooding). Having looked through the documents briefly it is very clear that at this strategic level you are aware of and are attempting to strike a balance between environmental, economic and other factors and we are very supportive of this approach. As a Conservation and Design Team, we also have commitments to address climate change, an issue which has been given particular prominence in the governments new PPS5 planning policy statement -planning and the historic environment and we will work with you to achieve this where appropriate. It is also worth confirming with you that we will endeavour to inform you of any new designations - whether this be conservation areas or locally listed buildings, in order that you can take your work forward with the benefit of the most accurate data on the heritage assets of the Island.</p> | Thank you for these comments |
| 31 | Representative | Conservation Areas, IWC Planning Services | All | | | | <p>Thank you for these comments</p> | |

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| 49b | Representative | Solent Protection Society | All | In general we are entirely content with the policies proposed. | <p>Solent Protection has examined the proposals set out in the Shoreline Management Plan, and would like to congratulate the Coastal Management Team on its clarity and completeness. It is clear that the not only a great deal of technical skill has gone into the preparation of the document, but also much local knowledge and understanding of the needs of the Island and its inhabitants.</p> <p>In general we are entirely content with the policies proposed, and very much hope that when necessary the funding and technologies will be available to implement them. We would like to comment on the proposals for two specific points on the islands coastline as follows:</p> <p>1). Bembridge Point: We note that Bembridge Point, on the eastern side of the entrance to Bembridge Harbour, is programmed for No Active Intervention. We very much hope that it will not be too long before new owners of Bembridge Harbour will be in a position to take steps to maintain it as a harbour, and there must be a possibility that there will be agreement by all concerned that these steps should include restoration of the groyne and/or restoration of Bembridge Point. It would be the greatest pity if the proposed policy of No Active Intervention were to prevent such work being allowed to take place, and for this reason Managed Realignment of Bembridge Point itself, as is proposed for St Helens Duver in the third epoch, would in our opinion be preferable.</p> <p>2). Fishbourne: Solent Protection has noticed that the introduction of the larger ferry St Clare, perhaps combined with the speed at which the ferries negotiate the approach channel, is having a marked effect on the shorelines at Fishbourne. We are therefore pleased to note that the policy for this section of the coast is Hold the Line, at least for the next 50 years.</p> <p>We hope that these comments are of use to the team.</p> | <p>Thank you for these comments.</p> <p>We would welcome your involvement in a future study on erosion impacts at Fishbourne proposed as item 2.3 in the SMP Action Plan.</p> <p>Regarding Bembridge Point, the Eastern Yar Strategy concluded that: Bembridge Point Groyne does not have a flood or erosion risk purpose - ie it does not protect any properties from flooding or erosion. However, it is not causing any problems and does not need to be removed. Coastal monitoring data showed that Bembridge Point has been stable for some time, the groyne forms a core to the point which has aided this stabilisation.</p> <p>There is no proposal to spend public funds to repair the groyne, however, the SMP Steering Group, including the IWC, Environment Agency and Natural England, would not object to private funding to repair and maintain the groyne in theory, subject to the normal planning permissions. The wording of the SMP referring to Bembridge Point in the Management Area Statement for Bembridge Harbour and in Section 3.3 of Chapter 4.4 has been amended to make this clear.</p> | |
| 50 | Representative | Hampshire County Council | All | | <p>Thank you for consulting Hampshire County Council on the Draft Isle of Wight Shoreline Management Plan 2. The County Council welcomes publication of the draft SMP for public consultation, one of two second-generation SMPs published this year affecting the Solent, the other being for the North Solent.</p> <p>The SMP sets out a comprehensive assessment of the flood and coastal erosion risks to the island and has taken into consideration relevant economic, social and environmental issues to arrive at sustainable coastal defence policies to manage those risks over the next 100 years. However, as is the case with all Shoreline Management plans and coastal strategies, implementation of the preferred management options for the coastline will be dependant on the availability of public and private funding.</p> <p>The SMP will help inform Local Development Frameworks; but it is also an important part of the process of preparing the public for long term change on the coast that will impact on coastal communities. In this regard the County Council is looking forward to working with the Isle of Wight Council to develop the Coastal Communities Adapting to Change (CCATCH) the Solent Project, a County Council initiative (a potential EU Interreg project), should the bid be successful. The aim of the CCATCH project is to "bring together the different concerns and priorities of the coastal communities into a shared understanding of coastal change which will be the basis for agreeing a joint vision for future adaptation in a changing climate".</p> | <p>Thank you for these comments</p> | |
| 51 | Representative | Natural England | HRA (Appendix I) | | <p>Natural England: No major problems, main comments are to do with a need to improve the clarity of presentation. A difficult job given the complications of the Habitat Regulations! [HRA comments:]</p> <p>Section 17</p> <p>Section 17</p> <p>I5.4.6</p> <p>PDZ Habitat Change Tables</p> <p>I5.4.6</p> <p>I5.4.35</p> | <p>I wonder if a summary up front in document, setting this (2) out, would help the reader.</p> <p>Section 17 in combination: I have been advised by our legal team that 'in combination' not intended to be used to mitigate, and may not be best to describe in those terms. Better to say 1.7ha not adverse IOW SMP 'alone' because 1.7ha over 100 years very small rate of loss on IOW coast and within N2K site there will be a net increase over 100 years. Same thing but worded differently. This avoids complication in S17 of saying don't need to do 'in comb' because adverse alone but then do it to mitigate! This not critical if out of time.</p> <p>While on 17 'in combination' change 'only if no adverse effect on integrity do in combination' to 'where an impact 'alone' is considered to be adverse there is no need to undertake 'in combination' assessment since the adverse effect will need to be fully offset, neutralising the adverse effect.' Note that Defra (Andy Tulley) has questioned this (5) use of the Habitat Regulations. NE SE Region (advised by legal team) happy but we (Chris M) following up with Defra. It's obvious so I am I'm confident we are right!</p> <p>Info to inform aa: when assessing impacts as 'de minimus' here and elsewhere say the impact is over 100 years to bring that home- otherwise ob face of it los can seem more important. Eg again 15.4.9 nettlestone point 0.05 ha over 100 years</p> <p>PDZ habitat change tables use an asterix to say if change adverse. This not very clear. If poss, but not essential, have separate colomb to indicate adverse effect at PDZ level, also could put note to explain the YES or NO.</p> <p>Info to inform: need to change Wootton Creek text, condition assessment changed to favourable since 0.5-1ha coastal squeeze over 100 years too small a rate of loss to affect bird populations.</p> <p>Newtown; Could you say more clearly that the wall protecting the lagoon is not a current flood protection structure. The coast here is undefended and so NAI continues that management hence any changes are natural change and not contrary to the conservation objectives. The loss of this lagoon over time is not an adverse effect as a consequence of SMP policy. The need to ensure continued representation of our range of habitats where lost through natural change will be achieved through BAP targets.</p> | <p>A summary has been written for the HRA Stage 3 report - providing the relevant designations, the process, the findings of the AA and the next stage i.e. Stage 4 in Appendix L of the SMP2.</p> <p>Changed according to recommendation</p> <p>Changed according to recommendation</p> <p>Changed.</p> <p>Added in another column which clearly shows whether there is an adverse effect at PDZ level.</p> <p>Changed.</p> <p>Changed text so that it is more clear that there are no coastal or flood defences within Newtown Harbour - the salt pans are historic structures and have been maintained that way previously and are under the ownership of the National Trust.</p> |

| 51 (continued) | Representative (continued) | Natural England (continued) | HRA (Appendix I) | | | | | | | |
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| | | | | | | | I5.5 Title | 15.5 title for table? Reads 'Where adverse effect on Integrity cannot be concluded'. This is not wrong to mean 'no adverse effect on integrity', but muddles the terminology making it difficult to understand. Please could the accepted terminology be used everywhere in the doc a. A judgement of 'no adverse effect' is just that, it has to be confident to be made. b. The precautionary approach of Habs Regs, when not sure, is described when we say 'it cannot be concluded that there is not an adverse effect' to mean 'assume adverse effect as precaution', or if confident use words 'there is an adverse effect'. | Changed. | |
| | | | | | | | PDZ 1 Summary | PDZ1 Medina: again note 1.7ha over 100 years as described in row 23 above - I think 1.7ha coastal squeeze mud over 100 years is probably not adverse alone for SAC in SMP, in context of increase in mud in SAC as a whole (see above). I am not inclined to change condition assessment to unfavourable on this basis. This text is less conflicting. | Changed. | |
| | | | | | | | PDZ 6 Summary | PDZ 6 W Yar: 0.6ha inter-tidal SAC over 100 years not adverse, for SPA and ramsar mitigated by Thorely MR (you may have said this- sorry my notes not good here) | I have not said that it will be mitigated by the opening up of Thorley as it is not adverse alone anyway. | |
| | | | | | | | Section I6 - Table I6.1 | S16 SMP Level assessment: Table 16.1 title confusing, again clarify re 11 above. | Changed to make the table clearer. | |

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| | | | | | Section 15 | Have a look and see if the presentation of assessment at PDZ level and N2k SMP level and N2k both SMP's could be made clearer- not essential. | Tables have been added in at the end of each PDZ summary with the loss/gain calculated for the designated habitats. | |
| | | | | | General | Feeding and high tide roosts: If this is not a function in habitat groupings as per NS SMP then it should be added in- RSPB doesn't think its there? I haven't looked just assumed was? | This is in the report, as was in the NS SMP AA Report. This is in Table 2.5. | |
| | | | | | Table 6.2 | We agreed that Thorely Brook would be added as a high tide roost even though not in the data you were given- extraordinary! | This has been added to Tables 2.8 and 6.2 - it was discussed in the text just not mentioned in these tables. | |
| | | | | | General | Again change 'cannot be concluded that there will be an adverse effect' text | Changed. | |
| | | | | | General - Tables/Figures | For your tables I have noticed that table/figure number for the actual table/figure has been deleted, yet the table/figure number is still referenced in the main body of text. Just check if this is actually intended. | Checked all tables and figures and made sure they are all correct, as well as all the referencing within the text. | |
| | | | | | 5.3.6 | Finally, as stated within the IW Mitigation Strategy, though the losses of intertidal habitats along estuaries could be significant, the requirement for compensation habitat will not necessarily rise proportionately to habitat lost, as in many areas, topography (i.e. natural change), not coastal defences will be the principle constraint to the expansion of these features. Under such a scenario, this is considered natural change and thus not subject to assessment under the Habs reqs..etc or something along these lines | Added in text. | |
| | | | | | 5.3.8 | the 1st sentence even after re-reading, does not make sense. Should read 'where quantities of habitat loss and gain have been quoted as being/having been calculated... | Corrected. | |
| | | | | | Title 5.4 | For ease of reading, can the heading/ opening paragraph better 'describe' that this section of the AA assessment is at the PDZ level with reference to final 'island-wide' assessment being made in later part of report. I just found this focus at PDZ level starting with PDZ 2 to throw me (as a reader) a little. | Text added for clarity. | |
| | | | | | Page 46: Table 5.2 | The summing up of figures could confuse people, as they don't add up properly. I understand we are talking about very small approximations over each epoch, but it may be worth making this clear. | The figures were originally given to 2 or 4 decimal points and it was brought up by QRG that I should round up to 0.5 hectare. I disagreed with up to that but to round up to 0.05 hectare - but this has meant sometimes the figures do not add up. Have amended where possible or made a note for the reader. | |
| 51 (continued) | Representative (continued) | Natural England (continued) | HRA (Appendix I) | | 5.4.16 | With regards to the groyne. NE advises that in the context of the 'current management situation' of the harbour, the re-establishment of the groyne at Bembridge point can proceed (with private funds only). To make the argument that a new groyne will be opposed in the future based on possible negative effects on 'natural processes' and not allowing that section of coast line to evolve and function naturally is inappropriate given the harbour is highly managed. In fact it may be that the groyne, could help to retain more sediment in the system as less may move in the navigation channel and thus require effort to dredge. Thus, whilst NE would prefer for Bembridge Point to evolve naturally, NE would not object to private money being spent to reestablish a similar groyne, provided there would not be any significant adverse impacts stemming from the groyne. | Amended text within Section I5.4.16 | |
| | | | | | 5.4.21 | Perhaps you may want to re-iterate that some policy options where necessary for management of the site (i.e. protect the lagoons – with the strategy going into more detail how these will be managed in the future. I.e allowing a degree of over topping)? | This is already discussed in Section I5.4.15. | |
| | | | | | 5.4.27 | Is this is the action plan? If not, are these comments necessary as part of the HRA? | No it is not in the action plan and has therefore been removed. | |
| | | | | | Page 51 | For the footers, there are 'spaces' missing in the sentence for footer No. 9. | Amended text. | |
| | | | | | 5.4.35 | Are the NT defences still maintained? I thought they were redundant. My understanding for the argument for no adverse effect on the lagoons, was that the defences have ceased acting as defences are only relict structures. As such the loss of the lagoons was a direct of natural change and not a consequence of or lack of human intervention. I feel this section needs to reflect this better, especially the statement (at the start) of NT maintaining defences. This statement conflicts with the argument that change is recognised here as natural! | Amended text - see comment in row 45. | |
| | | | | | 5.5.5 | (the text in red, for the last 2 sentences) – is it appropriate to make such a conclusion that birds displaced at Medina WILL go to wootton to feed! Can we make this assumption? In the end is this not all about the functionality of a site? Furthermore, I question the appropriateness of using wootton creek, where in proceeding sections it is mentioned that not only is there a loss of 0.5 Ha but also a claim that birds don't use that estuary. This could sound a little inconsistent to readers! | It is appropriate and was discussed and advised by Claire Lambert. The text ensures that it is consistent. | |
| | | | | | Page 56 | Check your table numbering for tables and with the text . ****In addition, I have noticed you tables do not run in chronological order. | Amended. | |
| | | | | | 5.5.17 | Reference to starlet anemone. This species inhabits saline lagoons. I wasn't aware this species was found in Thorley!? | Reference removed. | |
| | | | | | 5.5.18 | Im confused. Will there be HTL here or something else that will impact the grazing marsh? If so, how can you conclude no adverse effect? | HTL for PU6C.6 between Yarmouth and Bouldnor to maintain the road, which will prevent a sudden breach and saline intrusion of the grazing marshes from saline waters. | |
| | | | | | 5.5.22 | Draw attention to the fact the we are talking about compensating function and that this function would likely be required to be recreated near the site. | Amended. | |
| | | | | | 6.1.6 | What about Thorley? Maybe I have missed something here, but I thought the grazing marsh here also served as a high tide wader feeding and roosting site? The claims made here contradict 6.1.5. | Added in the importance of high tide roosts and grazing importance of the grazing marsh around Thorley and Barnsfield streams - Tables 6.2 and 2.8. | |