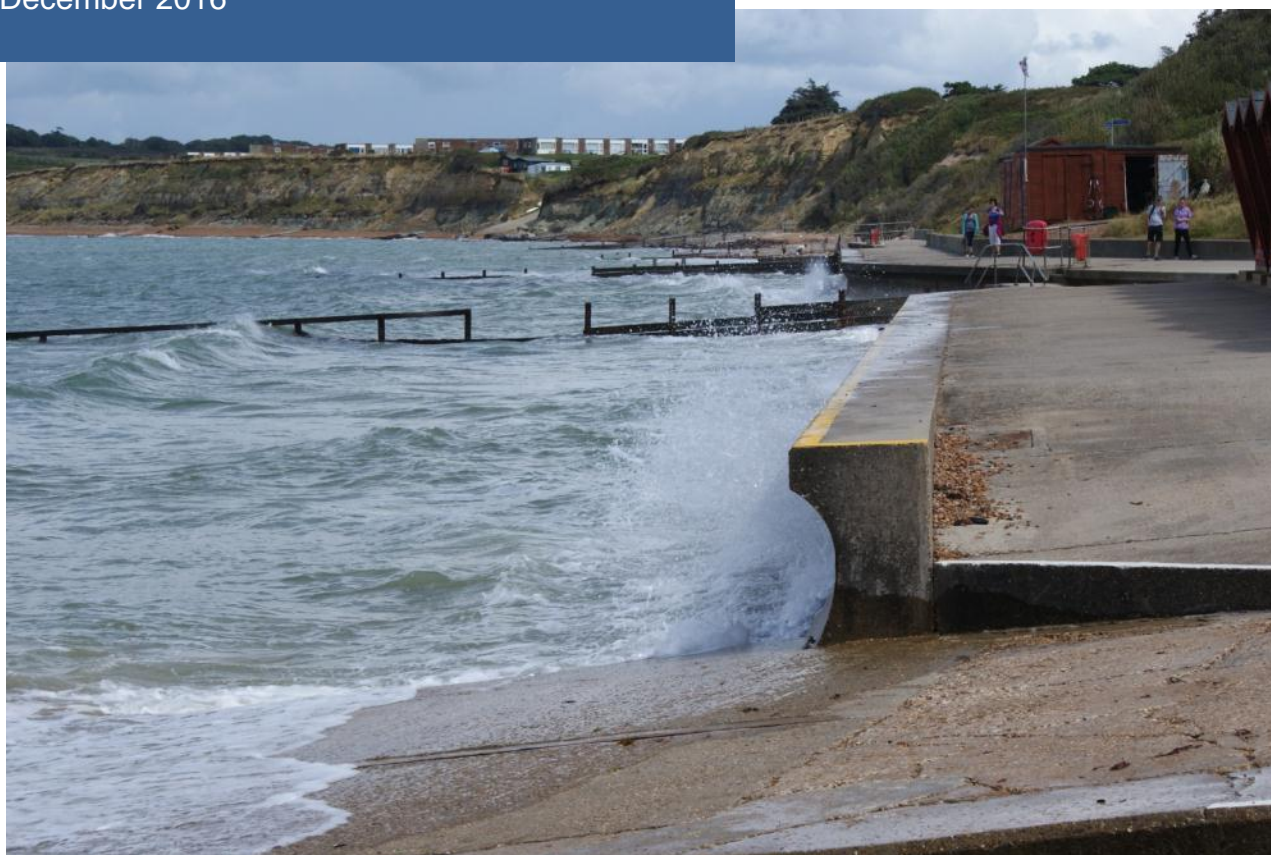


# West Wight Coastal Flood and Erosion Risk Management Strategy

## Appendix E: Stakeholder Engagement Feedback

December 2016



**Document history**

Version	Status	Issue date	Prepared by	Reviewed by	Approved by
1	Draft Strategy – Final	March 2016	IWC	IWC	IWC
2	Final	December 2016	IWC	IWC	IWC

# Stakeholder Engagement Feedback

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## 1. Introduction

The Isle of Wight Shoreline Management Plan (SMP) ([www.coastalwight.gov.uk/smp](http://www.coastalwight.gov.uk/smp)) was completed in 2010 and adopted in 2011, and remains in place as the higher-level policy framework for managing coastal risks on the Isle of Wight. The West Wight Coastal Flood and Erosion Risk Management Strategy (herein referred to as 'the Strategy') builds upon the work of the SMP and aims to produce additional detail and information for West Wight communities at risk.

The West Wight coastline under consideration in the Strategy is a busy, natural, recreational and commercial coastline, supporting key industries on which the Isle of Wight relies, including ferry links, tourism and marine industries.

The coastline has a profound and intrinsic influence on the past and future development of the area, for the residents, businesses, and for a wide range of interest groups. The majority of towns and settlements in the area are lining the coast and estuaries.

This appendix outlines the stakeholder engagement for the development of the *West Wight Coastal Flood and Erosion Risk Management Strategy* and details how stakeholder involvement was achieved at each stage of Strategy preparation and dissemination.

### 1.1. Stakeholders

A Stakeholder is defined as a person or organisation with an interest or concern in something. **Stakeholders** provide essential information to inform the development of the Strategy and can also be affected by its outcome. Stakeholders were one of three groups heavily involved in the development of the Strategy, which included:

1. The Project Steering Group, including Key Stakeholder representatives;
2. The Project Board
3. Key Stakeholders, including Elected Members

Stakeholder engagement and consultation played an integral role in the development of the Strategy policies. The stakeholders comprised representatives from groups with local, regional and national interests, in addition to local residents, businesses and site specific interests. At the start of the project a Key Stakeholder list was developed to help achieve a 'holistic' consultation approach, taking consideration of all interests along the coastline.

The Stakeholders include:

- Local Authority (Unitary Authority)
- Wards
- Town Councils
- Parish Councils
- Ferry Companies (Red Funnel and Wightlink)
- Major coastal landowners
- Residential Interest Groups
- Commercial interests
- Conservation bodies e.g. National Trust, RSPB
- Recreational groups
- Cultural and historic interest groups e.g. English Heritage

Public participation and stakeholder involvement in the Strategy development has been encouraged and advertised through engagement events, targeted letters, the [www.coastalwight.gov.uk](http://www.coastalwight.gov.uk) and [www.iwight.com](http://www.iwight.com) websites, and the local press.

A full list and the details of Stakeholder activities are provided in this report.

## 1.2 Introduction to Partnership Funding

Since the completion of the SMP (2010) there has been an important change in the funding system in England for addressing coastal flood, erosion and landslide risks. In May 2011, the Department of Environment, Food and Rural Affairs (Defra) introduced a new policy, 'Flood and Coastal Erosion Resilience Partnership Funding', better known as 'Partnership Funding'. This introduced a new approach to the funding of projects to reduce flood and coastal erosion risk. The new funding system has informed the development of the Strategy.

The new approach requires the project costs to be shared between national and a variety of local funding sources. Government funding, known as flood and coastal erosion risk management (FCERM) Grant in Aid (GiA) funding, is only available for projects for which the qualifying benefits outweigh the costs.

The overall objective of the partnership funding arrangements is to better protect more communities from flood and erosion risks by:

- encouraging total investment to increase, beyond the levels affordable to national Government alone;
- enabling more local choice, and encouraging innovative, cost-effective options to manage risk in which communities may play a greater role;
- increasing levels of certainty and transparency over the national funding for individual projects; and
- prioritising action for those most at risk and least able to protect or insure themselves.

The amount of government funding (Grant in Aid, or GiA) that a scheme may receive is based on the public benefit the scheme will produce, e.g. how many households are better protected from flooding as a result of the scheme. As a result the level of GiA varies scheme to scheme, and is dependent on the degree of risk, and the economic, social and environmental benefits the scheme will bring. If the level of GiA available to a scheme does not cover the full cost, then additional funding will need to be attained from other sources, such as private contributions, or alternatively, the cost of the scheme will need to be reduced.

Anyone who may benefit from a scheme is a potential partner and contributor. People benefiting may include:

- local communities and property owners
- business owners
- developers
- local authorities

### *What is a contribution?*

A 'contribution' reduces the funding requirement from national government GiA for flood and erosion risk management activities. A range of contributions can be considered at the Strategy level, although will be subject to further careful consideration when it comes to more detailed scheme-level development in the future, in accordance with the latest guidance and principles.

*Contributions may include:*

- a financial contribution towards a specific scheme
- a measure to reduce the costs of a scheme
- provision of land or permission to use land
- undertaking works which will reduce risks elsewhere (e.g. construction of a breakwater)
- delivery of agreed work (rather than money) as a contribution 'in kind'
- Regional Flood and Coastal Committee (RFCC) Local Levy
- a commitment to ongoing maintenance of defences

- a commitment to future operation of defences
- a donated sum towards future costs
- agreement or assistance to provide access
- donation of intellectual property (such as data, monitoring or photographs)
- an agreement not to seek compensation for disruption caused during construction, maintenance or operation of a scheme

## 2. Approach

Three main groups have been involved in the Strategy development:

1. The Project Steering Group, including Key Stakeholder representatives
2. The Project Board
3. Key Stakeholders, including Elected Members

The Steering Group has guided the progress of the Strategy and provided full technical input where required. Additionally, the Project Board formally oversees the delivery of the Strategy. Input from the Steering Group and Project Board was adapted to the unique characteristics of the Isle of Wight and was expanded to involve Stakeholders throughout the process.

Throughout the Strategy development a series of public events have been undertaken and were planned to involve as many Stakeholders and members of the public as possible. In addition, targeted discussions have been held with key organisations and potential contributors to inform the development of the Strategy and to seek broader outcomes.

A summary of this approach is provided below, and details of these discussions are provided in Section 6.

### 2.1 Role of the Steering Group (including stakeholders)

The Steering Group has met regularly to review key stages of the Strategy's progress, to guide its development and to actively share knowledge, providing the technical expertise needed to develop the Strategy.

The Isle of Wight Council (IWC) is a Unitary Authority and the single Coast Protection Authority responsible for the Isle of Wight coastline (approx. 167km of coast). Therefore, whilst the Environment Agency (EA) also plays an important role in the development of the Strategy, the number of Risk Management Authorities (RMAs) involved in the Strategy is limited. The Steering Group was therefore expanded to include representatives from key stakeholder Natural England and others, alongside the lead flood and coastal risk officers from the IWC and EA. This is a similar approach to that which was successfully applied during the Shoreline Management Plan in 2009-10. The additional members to the Steering Group contributed additional expertise to the Strategy development process, strengthening the Strategy and its later implementation (especially through the planning system).

The Steering Group comprised the following representatives:

- Isle of Wight Council
- Environment Agency
- Appointed consultant (AECOM)
- Natural England
- Isle of Wight Estuaries Officer (representing joint-working by Yarmouth Harbour Commissioners, Cowes Harbour Commission, Natural England, Environment Agency and the Isle of Wight Council for the Medina Estuary and the Western Yar Estuaries)
- Isle of Wight Council Planning Policy
- Historic England
- Isle of Wight Council Transport Policy
- Isle of Wight County Archaeology and Historic Environment Service

## 2.2 Role of the Project Board

The Project Board monitors and controls the overall progress of the Strategy. This Board comprised the senior representatives of:

- The Isle of Wight Council
- The Environment Agency
- The appointed Consultant (Capita AECOM)

As the Strategy only has a limited number of RMAs involved, the senior representatives of these organisations met regularly through the Steering Group, helping to effectively oversee the Strategy development. The formal role of the Project Board was instead focussed on key stages in the Strategy; prior to the Draft and Final Strategy publications.

## 2.3 Approach to Consultation

Consultation and engagement with stakeholders is critical to the success of the Strategy. The aim of consultation with stakeholders for the West Wight Coastal Flood and Erosion Risk Management Strategy is:

*'To engage with the local community, organisations and businesses along, and with an interest in, the Isle of Wight coastline:*

- *to raise awareness and understanding of coastal flood, erosion and landslide risks;*
- *to identify the requirements, challenges and constraints; and*
- *to be involved in the decision making process for managing the coastline.*

*Engagement informs coastal management practices and future defence aspirations subject to what is technically feasible, publicly acceptable, financially viable and environmentally acceptable.'*

Stakeholder engagement has built on the extensive Consultation work undertaken during the Isle of Wight Shoreline Management Plan 2 in 2009-10.

Formal Consultation during the Strategy includes several key stages:

- An initial phase engaging with the community to raise awareness of the Strategy, to understand their aspirations and concerns, and to gather additional data.
- A subsequent stage of disseminating the findings of the Draft Strategy, the policy proposals, proposed areas of works and a raised awareness of the measures property owners and communities will need to consider.
- The Final Strategy will also be fully disseminated to all identified stakeholders and interested organisations and individuals.
- An integrated approach has been undertaken for the Strategic Environmental Assessment work alongside the wider strategy consultation where possible.

The Strategy covers a substantial length of coastline and consultation with the local communities is designed to ensure that people who will be affected by the proposals of the Strategy have the opportunity to comment and contribute to its development. Consultation methods include public displays, press releases, web updates, letters and leaflets.

## 2.4 Approach to Contributions and Broader Outcomes

During the development of the Strategy, discussions have been held with a range of organisations to identify activities and opportunities that the Strategy should consider. The discussions also helped to identify any potential Contributors under the government's new 'Partnership Funding' framework.



A number of targeted meetings and discussions took place with key businesses, developers and organisations with a perceived ability to contribute.

Public consultation exercises also present evidence on the case for funding, and invite external contributions from individuals and organisations.

As part of the effort to seek contributions, the Strategy has taken a broader view, rather than solely considering flood and coastal risks, and has taken account of other benefits to the community that are supplementary to coastal protection. Broader outcomes include regeneration, tourism, recreation, amenity and coastal access opportunities. This can include seeking opportunities to improve community spaces and activities in which flood and coastal protection can rightfully play an important part, alongside other uses and aspirations, on a busy and popular coastline.

The Strategy has considered the emerging plans for significant regeneration in the town of East Cowes, and the two Harbour Commissioners (Yarmouth and Cowes) who have aspirations to upgrade their facilities and defences.

The options for the Strategy have considered the implications for maintaining appropriate public access to the coastline, as well as sympathetic defence improvements in areas of high value for recreation and amenity use and of historical character.

The Strategy can:

- Provide an overarching plan to allow individual redevelopment opportunities along the Medina river to contribute to a more co-ordinated flood defence.
- Assist/inform communities aspiring to improvements in their defences (where appropriate).
- Progress discussions on potential contributions to inform future coastal and flood defence schemes.

It is essential that the Strategy informs Coastal Change Management Area (CCMA) planning policy and Local Planning Authority on the impacts and issues of implementing the Strategy.

### 3. **Stage 1: Invite main Stakeholders to be part of the Steering Group**

In addition to the Risk Management Authorities, the Isle of Wight Council and the Environment Agency, the following key stakeholders were invited to take part in the Steering Group developing the Strategy (as outlined in section 2.1 above):

- Natural England
- Isle of Wight Estuaries Officer (representing joint-working by Yarmouth Harbour Commissioners, Cowes Harbour Commission, Natural England, Environment Agency and the Isle of Wight Council for the Medina Estuary and the Western Yar Estuaries)
- Isle of Wight Council Planning Policy
- Historic England
- Isle of Wight Council Transport Policy
- Isle of Wight County Archaeology and Historic Environment Service

They participated in the process to raise awareness, provide expertise and contribute advice to the developing Strategy.

A start-up meeting for the Strategy was held on 8<sup>th</sup> December 2014 between IWC officers and the newly appointed consultant Capita AECOM, to review the initial scope, activities and timetable of the planned Strategy work.

The Steering Group was set up and met regularly in February, April, June and July 2015 to inform the development of the Draft Strategy, with subsequent updates prior to and post the publication of the Draft Strategy. Copies of the Agendas for the Steering Groups are provided in **Appendix 1**.

The first meeting on 9<sup>th</sup> February included a **Bus Tour** for the Steering Group around the Strategy site, to share knowledge, ideas, and create a strong foundation and universal basis from which to develop the Strategy. The bus tour visited the following sites:

- Cowes, Freshwater Bay, The Causeway (Freshwater), Totland, Yarmouth, Gurnard, Cowes, East Cowes (via chain ferry).

The bus tour was also opened up as an opportunity for **Stakeholder engagement**, and the *Yarmouth Coastal Defence Working Group* (an active stakeholder group for the local community) participated, with a wish to understand and inform the process for the future of Yarmouth and to understand Yarmouth's issues in the context of the wider Strategy Area. The Group also met the *Yarmouth Harbour Master* during the visit to share experiences of flooding and activities in the area.

#### 4. Stage 2: Identify Key Stakeholders

The following key Stakeholder list was developed. The stakeholders were then contacted (in the following stages of work) with invitations to Strategy events and to supply copies of the Strategy publications.

In addition, press releases were issued with an open invitation to the general public to attend.

#### **Key Stakeholder list (January 2015):**

Name/Organisation:
<b>Elected Representatives:</b>
Isle of Wight Council (Unitary Authority) Councillors: (all 13 Elected Members bordering the Strategy area, plus the neighbouring Central Wight ward; also, the Portfolio Holder, Leader and Chairman): -Chairman -Leader -Executive Member for Public Health, Public Protection and PFI -Totland Ward -West Wight Ward -Freshwater North Ward -Freshwater South Ward -Cowes North Ward -Cowes South and Northwood Ward -Cowes West and Gurnard Ward -East Cowes Ward -Cowes Medina Ward -Parkhurst Ward -Newport North Ward -Newport Central Ward -Whippingham and Osborne Ward -Central Wight Ward
Town and Parish Councils (all bordering the Strategy area, plus neighbouring Brighstone PC): -Freshwater Parish Council -Totland Parish Council -Yarmouth Town Council -Shalfleet Parish Council -Calbourne Parish Council -Gurnard Parish Council -Cowes Town Council -Northwood Parish Council -Newport Parish Council -Whippingham -East Cowes Town Council -Brighstone Parish Council
Central contact point for all IWC Town & Parish Councils
Member of Parliament, Andrew Turner MP
Isle of Wight Association of Local Councils
<b>Other organisations and groups:</b>
Environment Agency
Natural England
Estuaries Project (Western Yar and Medina Estuaries)
Yarmouth Coastal Defence Working Group

Yarmouth Harbour Commissioners
Yarmouth Harbour Advisory Committee
Cowes Harbour Commissioners
Cowes Harbour Advisory Committee
National Trust
Historic England
Wightlink Ferry Company
Red Funnel Ferry Company
IWC Planning Policy
Yarmouth Town Trust
Marine Management Organisation
Crown Estate
Area of Outstanding Natural Beauty, Isle of Wight
Hampshire and Wight Wildlife Trust
Royal Yacht Squadron, Cowes
Island Sailing Club, Cowes
Yarmouth Sailing Club
Royal Solent Yacht Club, Yarmouth
Royal London Yacht Club
Gurnard Sailing Club
Cowes Corinthian Yacht Club
Royal Corinthian Yacht Club (Royal Ocean Racing Club)
East Cowes Business Association
IW Natural History & Archeological Society (Chaired by Dr. Colin Pope)
RSPB
Homes and Community Agency (re. East Cowes regeneration)
IWC Archaeology
East Cowes Branch Society
Solent Gateway project
Cowes Floating Bridge replacement Project Manager
IWC Property Services (re. East Cowes project)
IWC Transport policy (re. Strategic infrastructure, transport and ferry links, sustainable travel routes & East Cowes regeneration)
Isle of Wight County Archaeology and Historic Environment Service
Newport Harbour Authority
Freshwater Lifeboat
Fort Albert & Linstone Chine
Solent Forum
Island Harbour, Medina River
Southern Water
Cowes Business Association
Country Land and Business Association Limited, Isle of Wight
Rights of Way, IWC
Emergency Planning, IWC
Island Roads (25 year Highways PFI provider)
Freshwater Bay Residents Association
Isle of Wight Chamber of Commerce
Utilities

+ Plus a number of private individuals who had contacted us on specific related matters.

**5. Stage 3: Workshops for Key Stakeholders & General Public  
-to understand key issues and inform Stakeholders about the Strategy**

Early Stakeholder work, as well as the Bus Tour, included the Consultation on the Environmental Scoping reports (the Strategic Environmental Assessment and Habitats Regulation Assessment), for 5 weeks in January-February 2015.

At this time, the first public consultation events for Stakeholders were also organised, to be held on 9<sup>th</sup> and 10<sup>th</sup> February 2015.

All Stakeholders on the Key Stakeholder List (see Stage 2), including all Elected Members representing the Strategy coastal areas, were sent letters inviting them to public information days and workshops about the new Strategy. A copy of the Letter issued is provided below.

The Strategy events were open to all and press releases were issued with an open invitation to the general public to attend.

The proposed Stakeholder meetings and plans for this stage were discussed and agreed with the Isle of Wight Council Elected Member Portfolio Holder (Executive Member for Public Health, Public Protection and PFI) to confirm the approach to Elected Member and stakeholder engagement with the Strategy.

## Invitation letter:

**Bill Murphy, Head of Planning Services**

Isle of Wight Council, Council Offices, Seaclose, Fairlee Road,  
Newport, Isle of Wight, PO30 2QS

**Tel** (01983) 823552  
**Fax** (01983) 529386  
**Email** [jenny.jakeways@iow.gov.uk](mailto:jenny.jakeways@iow.gov.uk)  
**Web** [www.coastalwight.gov.uk](http://www.coastalwight.gov.uk)  
**Contact** Jenny Jakeways

**IWC Ref** WW Strategy  
**Your Ref**

23<sup>rd</sup> January 2015

Dear Sir/Madam,

**WEST WIGHT COASTAL STRATEGY**  
**(West Wight Coastal Flood and Erosion Risk Management Strategy)**

The Isle of Wight Council and the Environment Agency are currently developing a Coastal Strategy for the West Wight coastline.

The Strategy will identify the preferred management options needed to reduce future *coastal flooding and erosion*, including the coastal defence structures required, and how they could be funded.

The project area includes the towns of Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell, Newport Harbour, and surrounding areas. The study commenced in late 2014 and is due to be completed in Summer 2016.

At this early stage, we would like to tell you more:

- What will the Coastal Strategy produce and when?
- How does the government's new 'Partnership Funding' system for future coastal defences work?

We would also like to hear your ideas and understand your concerns and aspirations for the coast?

If you would like to know more, and have an opportunity to raise or discuss key issues and aspirations for the future management of the coast, please come to one of our presentation and workshop events:

Where: **Cowes**, Northwood House (Ward Avenue, Cowes, IOW, PO31 8AZ)  
Date: Monday 9<sup>th</sup> February 2015  
Time: 5.30pm (to 7pm)

**Or**

Where: **Yarmouth**, Yarmouth Institute (St. James Street, Yarmouth, IOW, PO410NU)  
Date: Tuesday 10<sup>th</sup> February 2015  
Time: 2pm (to 4pm)

Please could you **RSVP** to Emma Brown so that we can confirm numbers. Thank you.

Contact: Email. [emma.brown@iow.gov.uk](mailto:emma.brown@iow.gov.uk) Tel. 01983 823552

J.Jakeways

Jenny Jakeways  
Senior Coastal Officer

for

Wendy Perera  
Deputy Head of Planning Services (Policy)

**This information is available in Braille, large print, tape and community languages from the above offices and Typetalk calls are welcome.**

The following Press release and Poster were issued for the events:

**Press release:**

[Press Release](#), Isle of Wight Council, 28.1.15:

**Presentations to highlight new West Wight Coastal Strategy**

**The public are being invited to two presentations and workshops as part of the development of a new coastal strategy for the West Wight.**

*The strategy – which is being developed by the council and the Environment Agency - will identify preferred options to reduce future coastal flooding and erosion and consider how these may be funded.*

*The project area includes the towns of Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell, and surrounding areas, as well as Newport Harbour.*

*Work on the strategy began in late 2014 and is due to be completed in summer 2016.*

*To find out more about the coastal strategy and to raise or discuss key issues, you can attend either of the presentations:*

- *Monday 9 February (5.30pm to 7pm) – Northwood House, Ward Avenue, Cowes.*
- *Tuesday 10 February (2pm to 4pm) – Yarmouth Institute, St James Street, Yarmouth.*

*There will also be information about the government's new partnership funding system for future coastal defence work.*

*Executive member for public protection, Councillor Phil Jordan, said: "These events will provide members of the public with a good opportunity to find out more about the coastal strategy and contribute to the discussion. We would encourage anyone interested to attend."*

*To book a place, please email: [emma.brown@iow.gov.uk](mailto:emma.brown@iow.gov.uk) or tel: (01983) 823552 (ask for Emma Brown).*



*The strategy will identify preferred options to reduce future coastal flooding and erosion in the West Wight*



## West Wight Coastal Flood and Erosion Risk Management Strategy (2014-2016)

The Isle of Wight Council and the Environment Agency are currently developing a Coastal Strategy for the West Wight coastline.

The Strategy will identify the preferred management options needed to reduce future coastal flooding and erosion, including the coastal defence structures required, and how they could be funded.

The project area includes the towns of Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell, Newport Harbour, and surrounding areas. The study commenced in late 2014 and is due to be completed in Summer 2016.

At this early stage, we would like to tell you more:

What will the Coastal Strategy produce and when?

How does the government's new 'Partnership Funding' system for future coastal defences work?

We would also like to hear your ideas and understand your concerns and aspirations for the coast?

If you would like to know more, and have an opportunity to raise or discuss key issues and aspirations for the future management of the coast, please come to one of our presentation and workshop events:

<i>Where:</i>	<b>Cowes</b> , Northwood House (Ward Avenue, Cowes, IOW, PO31 8AZ)
<i>Date:</i>	Monday 9 <sup>th</sup> February 2015
<i>Time:</i>	5.30pm (to 7pm)

Or

<i>Where:</i>	<b>Yarmouth</b> , Yarmouth Institute (St. James Street, Yarmouth, IOW, PO410NU)
<i>Date:</i>	Tuesday 10 <sup>th</sup> February 2015
<i>Time:</i>	2pm (to 4pm)

Please could you RSVP so we can confirm numbers. Thank you.

Contact: Email. [emma.brown@iow.gov.uk](mailto:emma.brown@iow.gov.uk)

Tel. 01983 823552 (please ask for Emma Brown)





The meetings were well attended, with approximately 30 people attending the event in Cowes, and 50 people attending the event in Yarmouth.

At the meetings, the Isle of Wight Council and Capita AECOM presented the work that was to be undertaken, including the challenges and opportunities, explained the new partnership funding system, and answered questions from the audience about the process and the flood and coastal risks in the area.

The meetings generated a lot of discussion and debate, and also provided an opportunity to break into smaller groups for workshops to raise concerns and issues.

Examples of the press Coverage of the events (including photos) are provided in **Appendix 2**, from the Isle of Wight County Press newspaper (print version & online version), The Solent Forum Newsletter and On the Wight news website.

As well as raising awareness of the Strategy and its future implications for the communities, a wide range of flood and coastal risk related issues were discussed.

A selection of the issues and comments raised at the workshops is provided below (9<sup>th</sup> & 10<sup>th</sup> February 2015):

#### Funding:

- *Does the Isle of Wight get special consideration as it is an island?*
- *Can the importance of the ferry links to the economy of the community be taken into consideration?*

#### Freshwater Bay:

- *Install groynes to prevent loss of beach*
- *Flooding a big problem – improvements are required*
- *Blackbridge Road needs to be considered in strategy*
- *Concerns over future loss of the Military Road link leading out of Freshwater Bay to the east.*

#### Totland:

- *Footpath should be reinstated – access*
- *What is being done to repair the defences following the December 2012 landslide?*

#### Fort Albert:

- *Access constraints in this location*

#### Fort Victoria and Norton:

- *There is a flooding problem in this location that is affecting the SSSI behind Norton Spit (water ingress from the west)*

#### The Causeway:

- *The Environment Agency sluices under the A3055 (Afton Road) need to be cleaned to prevent blockages occurring during flooding*
- *Causeway should be reinforced*
- *The growth of the reed beds has changed the environment and affects flood risk.*

### Yarmouth:

- *Construct tidal barrage across harbour front*
- *The former harbour entrance was further east – could this be restored?*
- *Wightlink is important to the West Wight community – no schemes should negatively impact the ferry route*
- *Potential for road raising of the A3054*
- *Flood risk to the properties near the slipways from waves rolling up the slipways*
- *Issues over the application of recent flood recovery grants*

### Bouldnor Cliff:

- *Improve access footpath*

### Thorness Bay:

- *Coastal footpath should be moved back*
- *Erosion problem*
- *Install drainage on cliffs*

### Cowes:

- *Medina Yard – reinforcement of walls and raise walls*
- *New developments should be used to fund coastal protection works*

### Non-Area Specific Comments:

- *Access along the coast should be for cyclists, not just for pedestrians*
- *Install a tidal barrage between Isle of Wight and mainland*
- *Opportunity for bridge between Isle of Wight and mainland*
- *Concerns that dredging in the Solent might be causing foreshore lowering*
- *Tidal power opportunity between Fort Albert and mainland (Hurst Castle) – strong flows in this location could be utilised*

These issues and the public feedback from the meeting were taken on board in the development of the Strategy.

## 6. **Stage 4: Discussions with key organisations and potential contributors**

Discussions have been held with a range of organisations to identify activities and opportunities that the Strategy should take account of, and importantly, to identify any potential contributors under the government's new 'Partnership Funding' framework.

Potential contributors, include:

- Isle of Wight Council (Unitary Authority)
- Town and Parish Councils
- Developers (known and future applications)
- Yarmouth Harbour Commissioners
- Cowes Harbour Commissioners
- Homes and Communities Agency
- Red Funnel ferry company
- Wightlink ferry company
- East Cowes Redevelopment partnership/Solent Gateways
- Floating Bridge, Cowes (IWC)
- Solent Local Enterprise Partnership (LEP)
- Southern Water
- Utility Companies
- Newport Harbour Authority (IWC)
- Island Roads (PFI)
- Yachting Associations and Clubs e.g. Royal Yacht Squadron, Cowes Yacht Haven
- Southern RFCC Local Levy
- Local Sustainable Transport Fund (broader outcomes)
- Stakeholders listed
- Interest Groups
- Residents

A range of targeted meetings and discussions took place with key businesses, developers and organisations with an interest or potential ability to contribute.

- A summary of these organisations and discussions is provided here. An overview of the outcome of the process is provided in section 10.

### **Ferry Operators (ongoing)**

Red Funnel and Wightlink ferry companies operating services from Cowes, East Cowes and Yarmouth provided data on cross-Solent travel statistics to assist the Strategy development. Ongoing discussions with the ferry operators have been held regarding experience of coastal risks and future risk reduction.

### **Potential Development sites (ongoing)**

Full consideration has been given to potential development sites along the Strategy frontage and ongoing discussions held in relation to development opportunities and Strategy development. The Strategy will remain up to date though the 3 months public consultation period and ongoing through Scheme development, seeking opportunities for defence improvements.

### **Solent Local Enterprise Partnership (August 2015)**

Current and future priorities and funding opportunities have been discussed, and will be reviewed on an ongoing basis. £15m LEP funding is currently allocated to support the Solent Gateways project to provide public realm and highways improvements in Southampton and East Cowes, including replacement of the Cowes Floating Bridge/Chain Ferry.

### **Yarmouth Harbour Commissioners (August 2015)**

As well as the ongoing link through the IWC Estuaries officer (who represents a partnership including the Harbour Commissioners) participating in the Steering Group, the Yarmouth Harbour Master met the Strategy Steering Group as part of the key stakeholder bus tour in February 2015 and discussions were held in August 2015 to ensure the Strategy takes account of YHC's plans and aspirations, and to explore any potential for contributions.

YHC wish to replace and upgrade the Yarmouth Harbour Breakwater, providing protection to the harbour and the mouth of the Western Yar river. The breakwater currently reduces wave attack to the quayside and part of the town frontage, although does not remove tidal flood risk from Yarmouth town. YHC are currently preparing a Scoping Report to compare the options, costs and impacts of its replacement using different methods, both on its current alignment or a new alignment. This will be a key multi-million pound project that the YHC wishes to progress in the coming years. Funding for the breakwater upgrade is currently being investigated.

Yarmouth Harbour Commissioners also have involvement in a range of flood related issues on the site, including when the harbour quaysides have flooded in 2008 and 2014 (please see the section on YCDWG for information on recent overtopping events), deploying Oil Spill Response booms across slipways to reduce wave run up, and consideration of the functioning of drains and non-return valves in the area with the relevant agencies.

YHC participate in the Yarmouth Coastal Defence Working Group. Further discussions with all organisations in Yarmouth, including on the potential for contributions or contributions in kind, will take place during the consultation and as part of progressing future priority schemes.

### **Yarmouth Coastal Defence Working Group (ongoing)**

The Yarmouth Coastal Defence Working Group (YCDWG) brings together local organisations with an interest in addressing future flood risk to the town. Representatives include Yarmouth Harbour Commissioners, Yarmouth Town Council, Freshwater Parish Council, West Wight IWC Councillor, the Estuaries Officer, an environmentalist who also provides the Group's liaison with Shalfleet Parish Council, and liaison is also made with Totland Parish Council.

Three representatives of the YCDWG group participated in the key stakeholders Bus Tour at the start of the West Wight Coastal Strategy to explain Yarmouth's issues to the Steering Group and view them in the context of the wider IWC and national situation. YCDWG members also attended the subsequent key stakeholder public meeting in Yarmouth. Through the Strategy process, a link to the group has been maintained through the Estuaries Officer, who sits on both the Strategy Steering Group and the YCDWG. The Strategy team recognises that the proactive role that YCDWG has established and that it provides an important forum for developing a future community response. The West Wight Strategy team will discuss the latest Strategy proposals with the YCDWG, and seek a coordinated way forward for the communities of Yarmouth.

In 2010 the Yarmouth Coastal Defence Working Group prepared a report (*'Adapting to Coastal Flooding in the Yarmouth Area in the 21st Century'*) with the aim of raising awareness of the associated issues with policy makers and the local community. The 2010 report fed into the development of the Isle of Wight's second Shoreline Management Plan (SMP2) which was adopted by the IWC and Environment Agency (EA) in May 2011. The report recognised *that 'competition for funding will be intense for both Yarmouth within the Isle of Wight Council's strategy and for the Island within the national context.'* Since producing the first report the Working Group has remained active in raising awareness of coastal flooding in Yarmouth, both with policy makers and the local community.

The YCDWG updated its report about flood risk in the town in 2014, to feed into the West Wight Coastal Strategy. Recent notable flood events for Yarmouth occurred in December 1989, March 2008 and Winter 2013/14. In the 2008 incident flooding reached Yarmouth Square. The 2014

update notes that Winter 2013/2014 was also exceptional for Yarmouth *'in the number of times that the sea rose above the quay, flooding the marshalling area and adjacent roads at times.'* *'The average height of the quay in Yarmouth is about 3.9 metres above Chart Datum. If one defines a significant storm surge (for Yarmouth) as one which reaches or exceeds the height of the quay, six such events were observed between October and February.'* *'The first major storm surge arrived on 28th October 2013 and the last on 14th February 2014 ('the St Valentine's Day storm'). Prior to this winter's events, the last major 'storm surge experienced at Yarmouth occurred on 10th March 2008.'* ...*'the 14th February flooding was more widespread than that of 2008, possibly due to the very strong south westerly wind (Force 12 at times), which also caused waves on top of the flood water.'*

### **Cowes Harbour Commission (July 2015) Homes & Communities Agency (July 2015)**

Discussions were held with Cowes Harbour Commission and the Homes and Communities Agency in July 2015 regarding current works and future development plans for Cowes and East Cowes.

Cowes Harbour Commission (CHC) is the statutory harbour authority for Cowes Harbour on the Isle of Wight, with jurisdiction for the area from the Outer Harbour extending south down the River Medina to the Folly Inn.

#### *Offshore Breakwater:*

CHC have been undertaking a £7.5m project which began in April 2014 and completed late 2015 constructing a new 350m long detached 'Offshore Breakwater'. This is the first stage of a project which will see a new 'eastern channel' entrance created for the harbour and a new marina with berthing for around 400 yachts. The Cowes Harbourmaster has described the offshore breakwater (IW County Press, 5<sup>th</sup> Oct. 2015) as: *"The main advantage is to provide a protected harbour for the long-term benefit of stakeholders. It will be a catalyst to ensure future development and investment opportunities."* This £7.5m project involved the HCA providing £3m of inward investment and CHC contributing the remainder of the cost.

#### *Outer Harbour project:*

Cowes Harbour Commission outlines that *'The protection provided by the new breakwater is helping the long-standing strategic partnership between the CHC and the Homes and Communities Agency (HCA) to move further towards the completion of the full harbour protection works and the development of the HCA's planned new marina at East Cowes.'*

([http://www.cowesharbourcommission.co.uk/cowes\\_breakwater\\_project](http://www.cowesharbourcommission.co.uk/cowes_breakwater_project))

The Outer Harbour project includes proposed development of a new marina adjacent to East Cowes inner esplanade and the Shrape Breakwater. The onshore elements were granted planning permission in 2013. Preparations are underway for the commencement of the project following the completion of the new outer breakwater. This is to include a remaining phase of harbour infrastructure works, including the extension of the Shrape breakwater and the dredging of a new eastern access channel.

The Environmental Impact Assessment for the Cowes Outer Harbour Project noted the maintenance of the integrity of the Shrape as vital to the economy of the harbour. It estimated that the project would reduce risk of overtopping at the sea defences flanking the estuary through the reductions in wave climate afforded by the protection from the Outer Breakwater/Shrape breakwater extension, of between 0.2 and 0.4m. The assessment did not predict any significant areas of erosion or accretion that would affect flood risk.

#### *Kingston Wharf repairs:*

CHC undertook refurbishment of the commercial shipping wharf at Kingston Wharf on the Medina Estuary in 2014. This £750,000 project (involving concrete and steel repairs) had the aim of repairing and protecting this important infrastructure asset, capable of landing bulk materials such as aggregate and oil.

The Risk Management Agencies will continue to work with a range of organisations in the area to seek opportunities for future flood and coastal defence improvements for Cowes and East Cowes.

#### **Royal Yacht Squadron, Cowes (September 2015)**

The Royal Yacht Squadron constructed a new harbour in 2005/6, Jubilee Haven, sited alongside Cowes Parade and adjacent to the Royal Yacht Squadron. The Strategy team discussed flood risk and investment with the RYS. Very high tides have created issues for the seafront property. There are not currently plans for similar scale construction to the haven.

#### **Cowes Yacht Haven (January 2015)**

Discussions were held by the Strategy team with Cowes Yacht Haven to discuss the Haven's experience of flood risk in the area, the role of the Strategy and the proposals being developed, including the useful potential of Temporary Barriers and Property Level Protection for the area. Flooding arising through drains during high tide events, affecting the High Street properties in the area, is an issue that would need to be carefully addressed in any future scheme development. Further discussions on the proposals for Cowes will be taken forward during the public consultation.

#### **Folly works, Medina**

Adjacent to the Folly Inn on the Medina River there is potential privately funded habitat creation & shoreline set-back work being discussed in relation to a planning permission. However, there are no publically funded coastal protection or flood defence works planned for this area.

#### **Newport Harbour**

There are a number of private and commercial building and wharfs surrounding Newport Harbour, as well as the central harbour quayside itself currently managed by the IWC. Discussions were held in July 2015 and January 2016 regarding future plans for the area and potential contributions. The IWC have been assessing the future requirements of the harbour operations and are currently considering potential for a Harbour Revision Order, which could involve amending leasing restrictions and provide opportunities for gaining contributions towards future improvements in infrastructure and defences.

#### **Island Roads (September 2015)**

Island Roads is a partnership made up of VINCI Concessions, Meridiam Infrastructure and Ringway, providing a highway maintenance service for the Isle of Wight Council from April 2013 to 2038 under a PFI Contract. They maintain all the identified road network and together with the Isle of Wight Council (the Lead Local Flood Authority) and the Environment Agency they tackle drainage and surface water problems on the Island's roads. Most parts of the Island's highway asset will be improved at some time during the first seven years of the new highway contract as part of a planned investment programme.

There was discussion with Island Roads in September 2015 regarding data sharing and the Bouldnor Road infrastructure in particular, including Island Roads' recent upgrade of the coastal road link into Yarmouth through installation of 750 piles to strengthen a historically unstable section of highway, and resurfacing. It was one of 18 geotechnical schemes being undertaken by Island Roads as part of the Highways PFI. The work was completed in April 2014. The piles are located along the edge of the road, at the top of the coastal embankment, to prevent ground movement affecting the road. The seawall at the foot of the embankment will also require upgrading in due course to protect the future of the road and is discussed in this Strategy. Opportunities for coordinated working on maintaining coastal infrastructure and addressing flood risk issues will continue to be assessed.

#### **Southern Water (August & September 2015)**

Discussions followed by a meeting at IWC offices were held with Southern Water, who have 22 treatment works and 126 facilities on the Island, with much of the area is serviced by pumping stations on the coast. The emerging Strategy and their works and experience of coastal risk were discussed, including issues of saltwater ingress into sewers, pumping regimes and investment

planning. A notable issue is the cross-Solent water transfer pipeline near Gurnard. Opportunities for future joint working are continuing to be discussed between the agencies in 2016.

#### **British Telecom (November 2015)**

A discussion was held with BT regarding the provision of cross-Solent and under-road telecoms cables in key areas. Information sharing in support future scheme development.

#### **Isle of Wight Council (ongoing)**

The Isle of Wight Council has been undertaking recent risk reduction work at two coastal locations.

Within the West Wight Strategy area, in Totland Bay, a 120m length of seawall was severely damaged during a coastal landslip in December 2012. The IWC's Executive agreed to spend up to £200,000 on a 'make do and mend' option for works to minimise further damage to the wall and install a new pedestrian route to re-open the footpath link between Totland and Colwell Bays. This has involved parts of the damaged section being removed, a new sub-base laid and drainage installed. The work was completed and the path reopened in September 2015.

Outside the West Wight Strategy area, works are also underway in the Ventnor Undercliff landslide complex, on the south coast of the Isle of Wight. In 2014 the IWC allocated £500,000 to works to restore limited access to a section of the Undercliff Drive road damaged by coastal landslide, with a number of properties affected, works which are ongoing.

#### **Local Levy (Southern RFCC)**

Regional Flood and Coastal Committee (RFCCC) Local Levy funding has been allocated in 2016/17 and 2017/18 to develop a Coastal Flood and Erosion Risk Management Strategy for the South Coast of the Isle of Wight. The key risks for the South Wight Strategy are erosion and coastal landslide complex reactivation along the developed Ventnor Undercliff, and erosion (and flood risk) to the coastal communities throughout Sandown Bay. This will then allow coastal flood and erosion risk reduction works to be prioritised and planned across whole of the Island coast, in line with the latest national government guidance.

The Risk Management Agencies will continue to assess the potential to seek future Local Levy funding towards developing the priority schemes identified in the West Wight Coastal Strategy and to schemes proposed for the Isle of Wight in updates of the 6-year plan.

#### **Supporting Communities that Remaining at Risk (EA's SCRR project) (September 2015 & January 2016, and ongoing in 2016-17)**

The Environment Agency's 'Supporting Communities that Remain at Risk' project is working to improve flood incident response by pre-planning for the use of temporary flood defences (barriers and pumps), including their purchase and deployment. As part of this national project, Ryde on the Isle Wight (outside the West Wight Strategy area) was identified as priority community in the Solent and South Downs area, until a permanent flood relief scheme is delivered. Temporary Barrier deployment is also planned for Yarmouth (inside the Strategy area, and a priority scheme area), although this is dependent on the amount of barrier available on the Isle of Wight. Assessments to finalise this work are underway in late 2016. The Strategy team have met with the SCRR team to coordinate work between the two projects, and discuss the potential extension of this work to other priority areas identified in the Strategy.

## **7. Stage 5: Publicise the Draft Strategy & 3-month Public Consultation**

### **Publication of the Draft Strategy:**

The Draft Strategy was published on 31<sup>st</sup> March 2016 for a formal three-month period of Public Consultation, which was undertaken from 31<sup>st</sup> March to 30<sup>th</sup> June 2016.

The publication of the Draft Strategy comprised:

- Summary Report,
- Main Report (Draft Strategy),
- Appendices,
- Questionnaire for responses.

The Draft Strategy including all Appendices was available in full online at [www.coastalwight.gov.uk](http://www.coastalwight.gov.uk) and [www.iwight.com](http://www.iwight.com), and paper copies were produced for Consultation events.

The aim of the public consultation was to obtain the views of stakeholders on the proposals, to seek further opportunities for partnership funding contributions, and to raise the profile of coastal flood and erosion risk within the Strategy area.

The Main Report (168 pages) and Summary Report (36 pages) were full-colour publications, designed to be user-friendly and accessible.

The Main Report and Summary Report have been updated and re-published as the Final Strategy (plus Appendices).

Press Releases were issued, and the Strategy publicised in the Local Authority's social media channels, as well the key approach of circulating the Draft Strategy direct to stakeholders as outlined below.

Examples of the Press coverage and publicity for the Draft Strategy in the local press and online are provided in **Appendix 2** of this report; including Press Releases, features in the Isle of Wight County Press Newspaper (print version & online version), Isle of Wight Radio, On the Wight news website and the Solent Forum Newsletter.

### **Circulating the Draft Strategy:**

A wide range of stakeholders were notified at the start of the consultation. The Draft Strategy was circulated by email and/or letter to Elected Members of the Isle of Wight Council, Town and Parish Councils, Libraries, the Environment Agency, Natural England, Historic England, Utilities, Ferry companies, Harbour authorities, and to the wide range of stakeholders and interest groups listed in Stage 2.

### **Briefing for Elected Members of the Isle of Wight Council:**

Isle of Wight Council Elected Members were invited to a briefing on the proposals in the Draft Strategy in the Council Chamber at County Hall on 16th February 2016, prior to the start of the consultation process, including a full Question and Answer session.

### **Summary Report printed and circulated:**

400 copies of a 36-page full-colour Summary booklet outlining the preferred approaches for consultation were printed as part of the Draft Strategy.

These printed Summary Reports were circulated to elected representatives, to libraries throughout the Strategy area, and were requested by interest groups to circulate to their members.



Copies of the Summary booklet were handed out to all the members of the public attending the Consultation roadshow events in Yarmouth and Cowes (outlined below).

The Summary Report has been updated and published with the Final Strategy, and is available to view.

### **Questionnaire for responses:**

A Questionnaire was provided for responses. This was available to complete online throughout the three-month consultation and paper copies were also provided for all those attending the consultation events.

A copy of the Questionnaire is provided in **Appendix 3** to this report.

### **Drop-in Roadshow events held:**

Two drop-in Roadshow events were held within the Strategy area in May 2016 to provide stakeholders and the public with an opportunity to view and discuss the proposals in the Draft Strategy.

These events were hosted by the Isle of Wight Council with representatives of the Strategy team from the Isle of Wight Council, Environment Agency and AECOM consultants attending.

These sessions provided an opportunity to view the proposals, talk to the project team, ask questions and to give comments on the Coastal Strategy and the Priority Schemes. Each session was held from 2pm-7pm:

- Yarmouth, on Friday 20th May, at the Community Hall of Yarmouth and District, St James Street, Yarmouth, Isle of Wight, PO41 ONU.
- Cowes, on Tuesday 24th May, at the New Holmwood Hotel, Queens Road, Egypt Point, Cowes, Isle of Wight, PO31 8BW.

The Display Panels provided at the Consultation events are shown in **Appendix 4** of this report.

In excess of 100 residents attended both events. The Display Panels used at the events to introduce the Strategy were also available online, for people to view during the Consultation period.

Photos from the Roadshows are provided in **Appendix 5** of this report.

The Display Panels were also on display at the Isle of Wight Council Seaclose offices in Newport, Isle of Wight, throughout June 2016 until the end of the Consultation period.

### **Consultation Responses:**

Consultation responses were received from a wide range of individuals and organisations and these are detailed in the following Section of this report, and shown in **Appendix 6**.

## 8. **Stage 6: Review Consultation responses, feedback, and further discussion with potential Contributors identified during the public consultation**

All responses from the three-month public consultation period were reviewed and the comments received carefully considered.

- A Summary of the results of the Consultation process is provided below, including the answers to the questions posed in the Questionnaire.
- Detailed consultation responses were also received, and copies of all the individual consultation responses are provided in **Appendix 6** to this report, together with replies from the Strategy team, and a record of the amendments made to the Strategy accordingly.

Further discussions were held with organisations or individuals identified during the consultation with an interest in contributing to partnership funding solutions for future risk reduction work.

The Strategy was updated with the results of the public consultation and the Final Strategy produced in Autumn 2016.

### **Summary of Consultation responses, and actions taken:**

83 responses were received to the three-month public consultation, which closed on 30th June 2016. These comprised 68 questionnaires submitted online and at the roadshows plus 15 written comments. Over 100 people attended the roadshow events. Responses were analysed and used to finalise the Strategy in Autumn 2016.

As an overview, sixty-five per cent of responses were from residents, thirty per cent from organisations, and the remainder from visitors/tourists.

A third of the respondents had attended the early public exhibitions/workshops held at the start of the Strategy process.

Seventeen per cent of respondents had been flooded by the sea in the past.

The results of the consultation were reported to the Isle of Wight Council at its meeting on 20 July 2016.

The responses gave a clear indication that the majority of respondents supported the following:

- *The Strategy being taken forward to guide coastal flood and erosion risk management for the next 100 years.*
- *The proposed strategic options to manage coastal flood and erosion risk in areas that are relevant to them.*
- *There is a need to reduce the risk of flooding and erosion along the Strategy coastline*

People were also asked 'If a coastal scheme is proposed in your area, would you be willing to make a contribution towards the project to help ensure its delivery in the future?' Forty four per cent said yes, mainly in the form of sharing knowledge and experience. Those that expressed interest in making a financial contribution were followed up. Some people also expressed an interest in coordinating a community financial contribution in the future, or in providing support in operation/deployment.

Of the comments received, the majority did not raise any significant issues, and no financial contributions were identified that changed the preferred options. Some amendments to the

Strategy were made following the consultation responses, clarifying the approach taken and its outcomes (as detailed in Appendix 6), although these did not alter the fundamentals of the preferred approaches, with the exception outlined below.

At **Gurnard Marsh** (SMZ 5a) detailed alternative suggestions for the defence of the area were made by residents during the consultation. The Strategy team therefore undertook an additional stage of appraisal work to test these ideas, which is detailed in full in the *Appendix J Options Appraisal – Appendix 4: Gurnard Marsh, Additional Studies (Technical note)*.

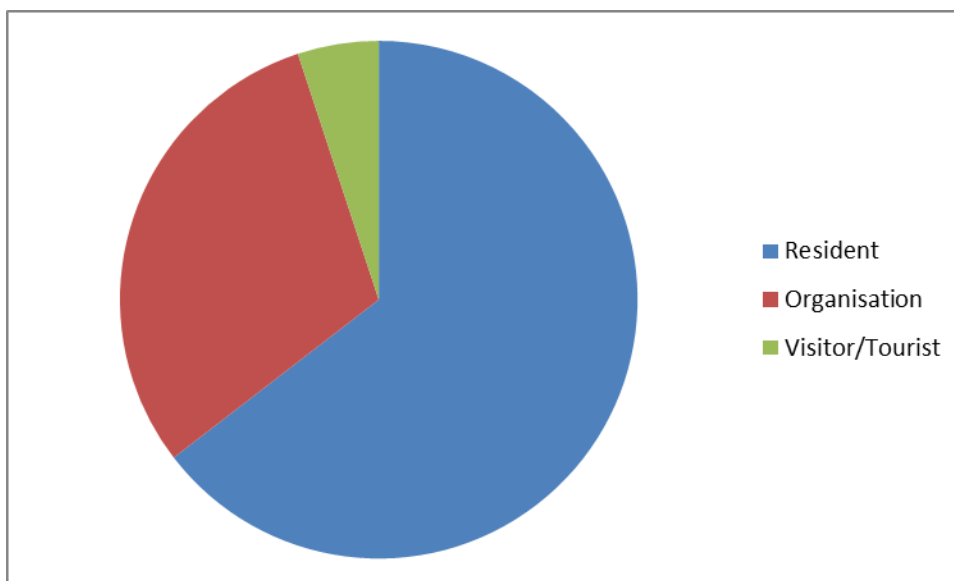
This work led to a clarification of the Strategy approach for the Gurnard Marsh area, which has been discussed further with the consultees involved. The short-medium term approach was revised, focussing on resilience rather than resistance, and with an opportunity also highlighted to recognise some residents' aspirations to fund minor works to reduce tidal flood risk in the short term at known at low-points in the current private defences. However, this revised approach still highlights the overarching importance of the longer term increasing risks and the continued and increasing need for adaptation, which remains the primary preferred approach to be delivered. Further details are provided in: the *Final Strategy Main Report* for SMZ 5a (see page 112 to 121); in the *Appendix J Options Appraisal* (see Section 7.7 and particularly Appendix 4 Technical Note); and in of Appendix 6 of this report.

### Questionnaire results:

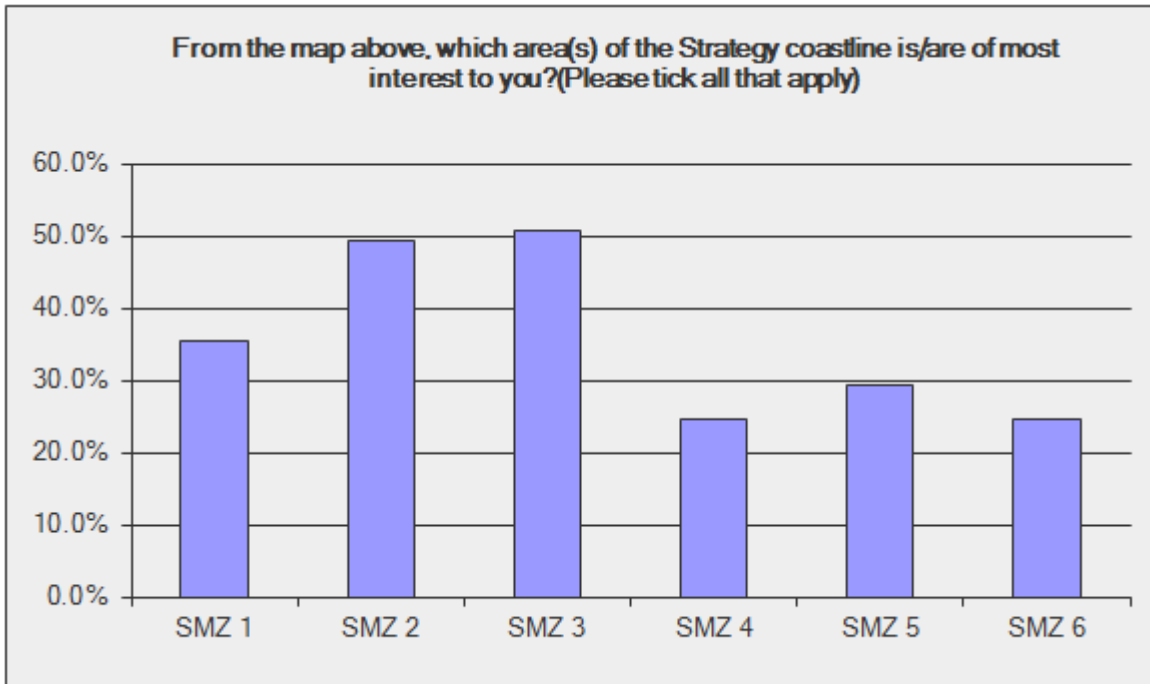
A copy of the Questionnaire is provided in **Appendix 3** of this report. The results of the Questionnaire are as follows.

#### **Question 1) Please tell us the nature of your interest in the Strategy?**

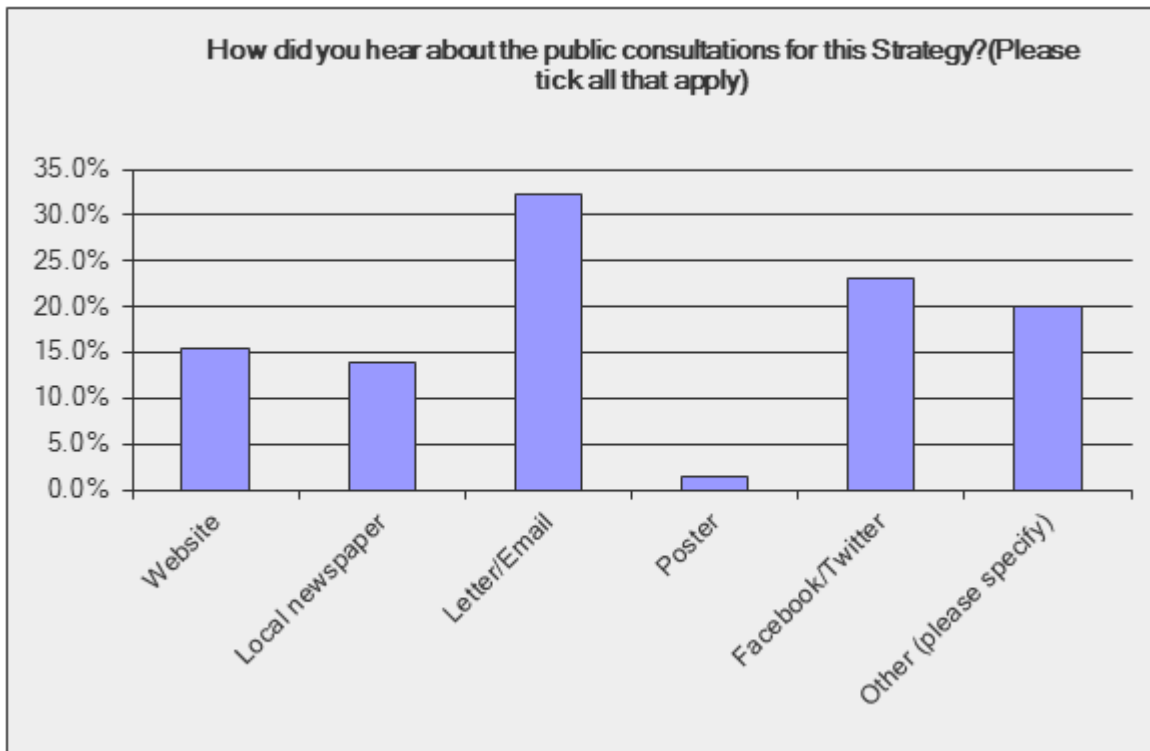
Resident 65%, Organisation 30%, Visitor 5%



**Question 2) From the map above [SMZ map], which area(s) of the Strategy coastline is/are of most interest to you? (Please tick all that apply)**



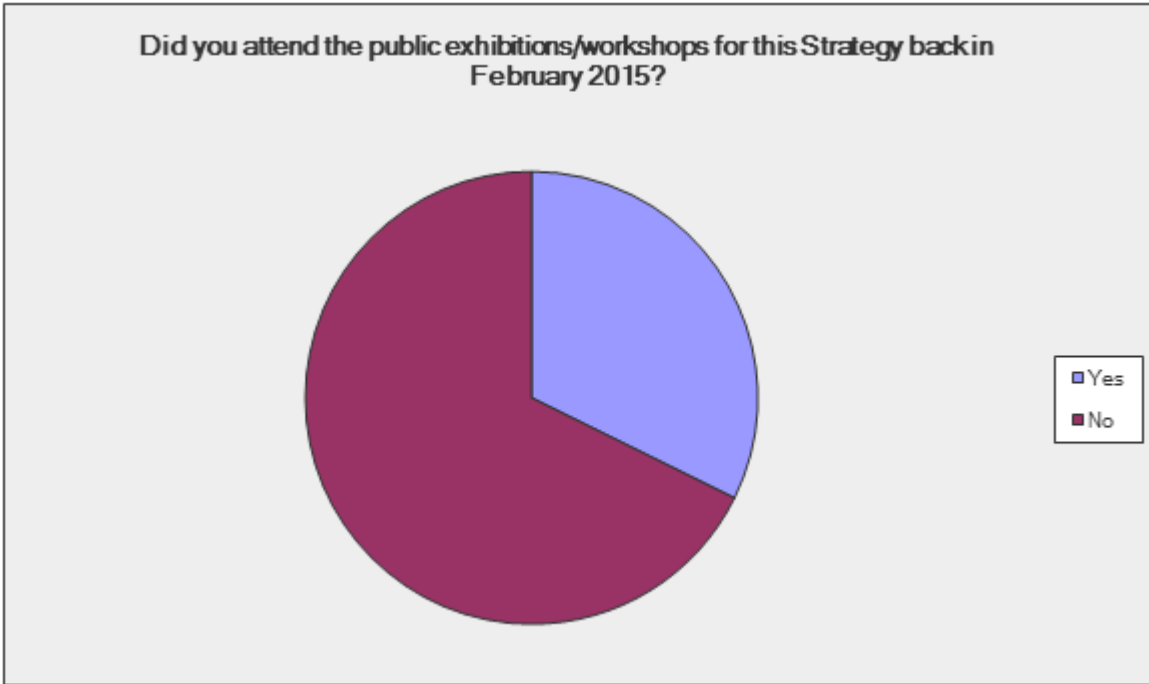
**Question 3) How did you hear about the public consultations for this Strategy? (Please tick all that apply)**



(Notes: 'Other' answers were: Neighbours, Yarmouth Costal Defence Working Group, Harbour Commission, IWC newsletter, or via a friend).

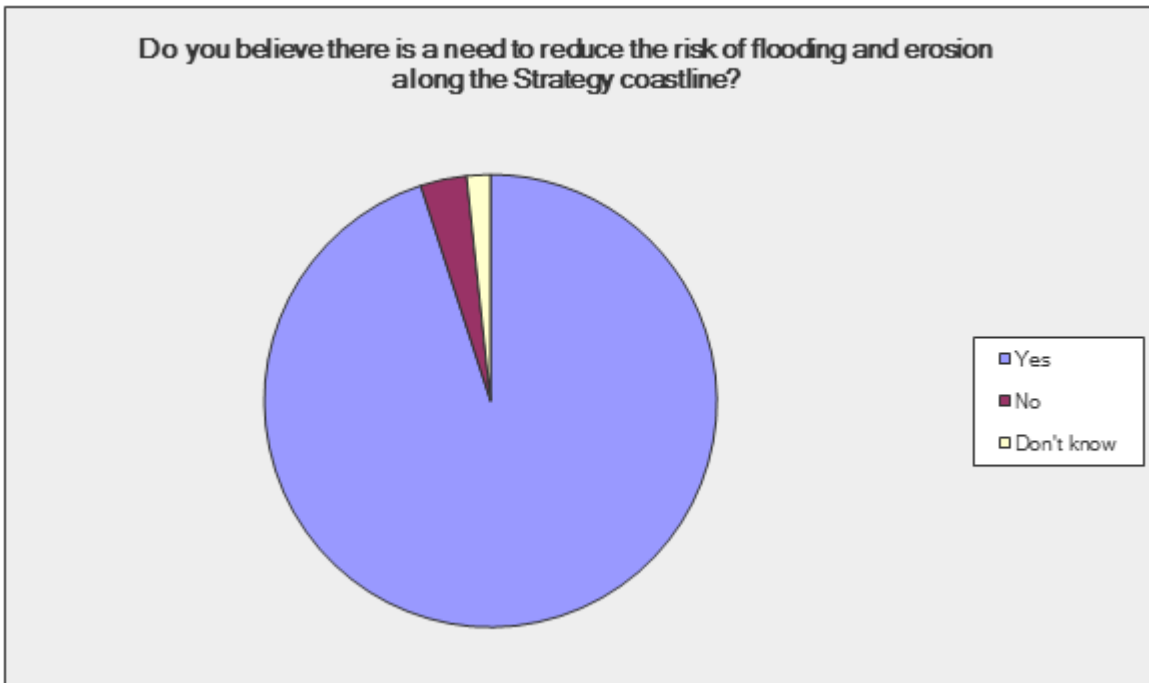
**Question 4) Did you attend the public exhibitions/workshops for this Strategy back in February 2015?**

Yes 32%, No 68%.



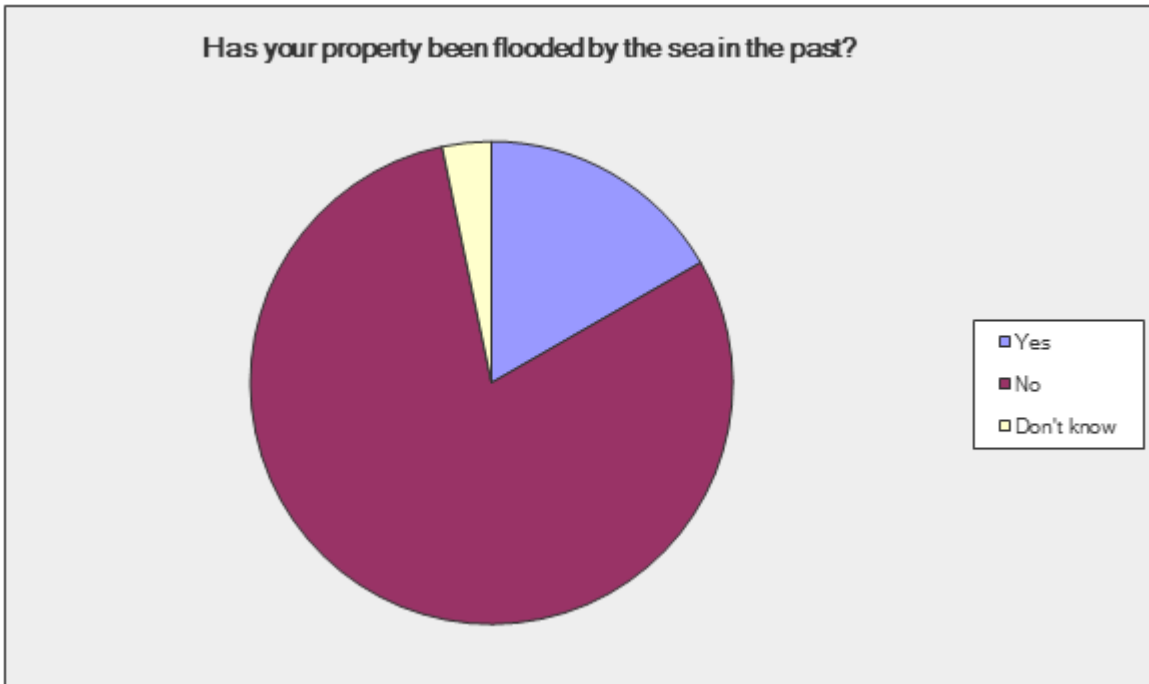
**Question 5) Do you believe there is a need to reduce the risk of flooding and erosion along the Strategy coastline?**

Yes 95%, No 3%, Don't know 2%.

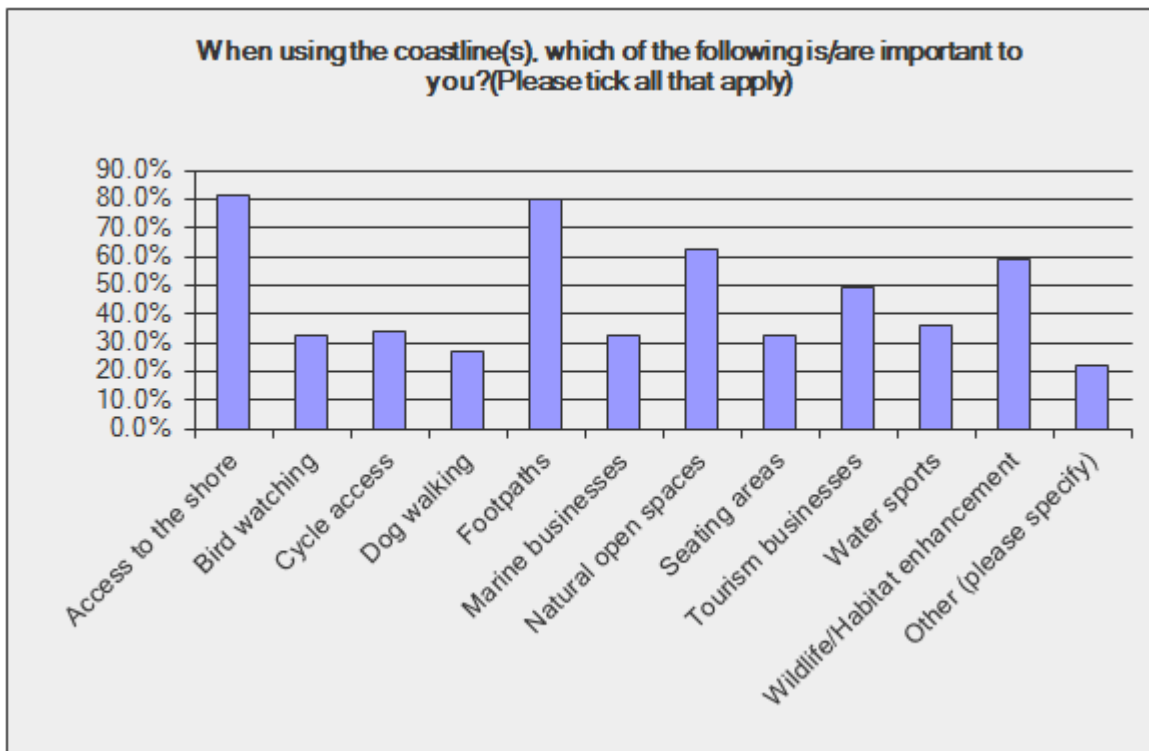


**Question 6) Has your property been flooded by the sea in the past?**

Yes 17%, No 80%, Don't know 3%.



**Question 7) When using the coastline(s), which of the following is/are important to you? (Please tick all that apply)**



(Notes: 'Other' answers were: land stabilisation, living on the coast road, marinas/harbour, family enjoyment, Yarmouth Trust properties, quiet enjoyment, access to town and ferry, heritage assets, horse carriage driving, maintaining access to the marine environment, and protecting the natural beauty of the Island whilst allowing rights of way/footpaths to be maintained).

**Question 8) 'Do you support the proposed strategic options to manage coastal flood and erosion risk in the areas that are relevant to you?'**

Zone 1 (Needles Headland): 71% Yes, 7% No, and 21% Don't know/not applicable

Zone 2 (Totland & Colwell Bays): 65% Yes, 23% No, and 13% Don't know/not applicable

Zone 3 (Yarmouth & the Western Yar): 83% Yes, 11% No, and 6% Don't know/not applicable

Zone 4 (Newtown Coast): 60% Yes, 12% No, and 28% Don't know/not applicable

Zone 5 (Gurnard & Cowes Headland): 56% Yes, 22% No, and 22% Don't know/not applicable\*

Zone 6 (Cowes, East Cowes & the Medina): 75% Yes, 4% No, and 21% Don't know/not applicable

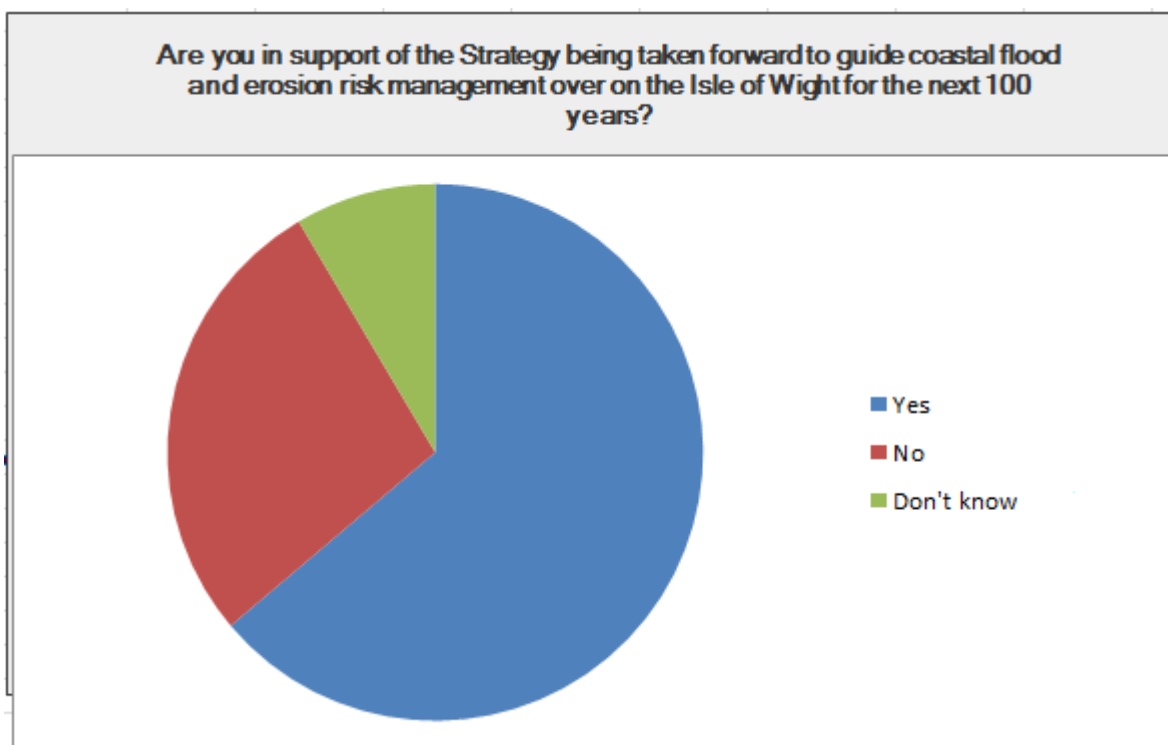
**\*Clarifications for Zone 5:**

- 'Don't know' includes several respondents who supported 5b, but did not specify about 5a, so these would increase the 'Yes' percentage by 8%.

- Additionally, after the end of the consultation, a petition was received from Gurnard Marsh residents in support the consultation comments that had been submitted by two residents who had proposed alternative ideas for the area; these ideas were subsequently tested by the Strategy team and informed the Final Strategy.

**Question 9) 'Are you in support of the Strategy being taken forward to guide coastal flood and erosion risk management over on the Isle of Wight for the next 100 years?'**

64% said 'Yes', 28% said 'No', and 9% said 'Don't know'.

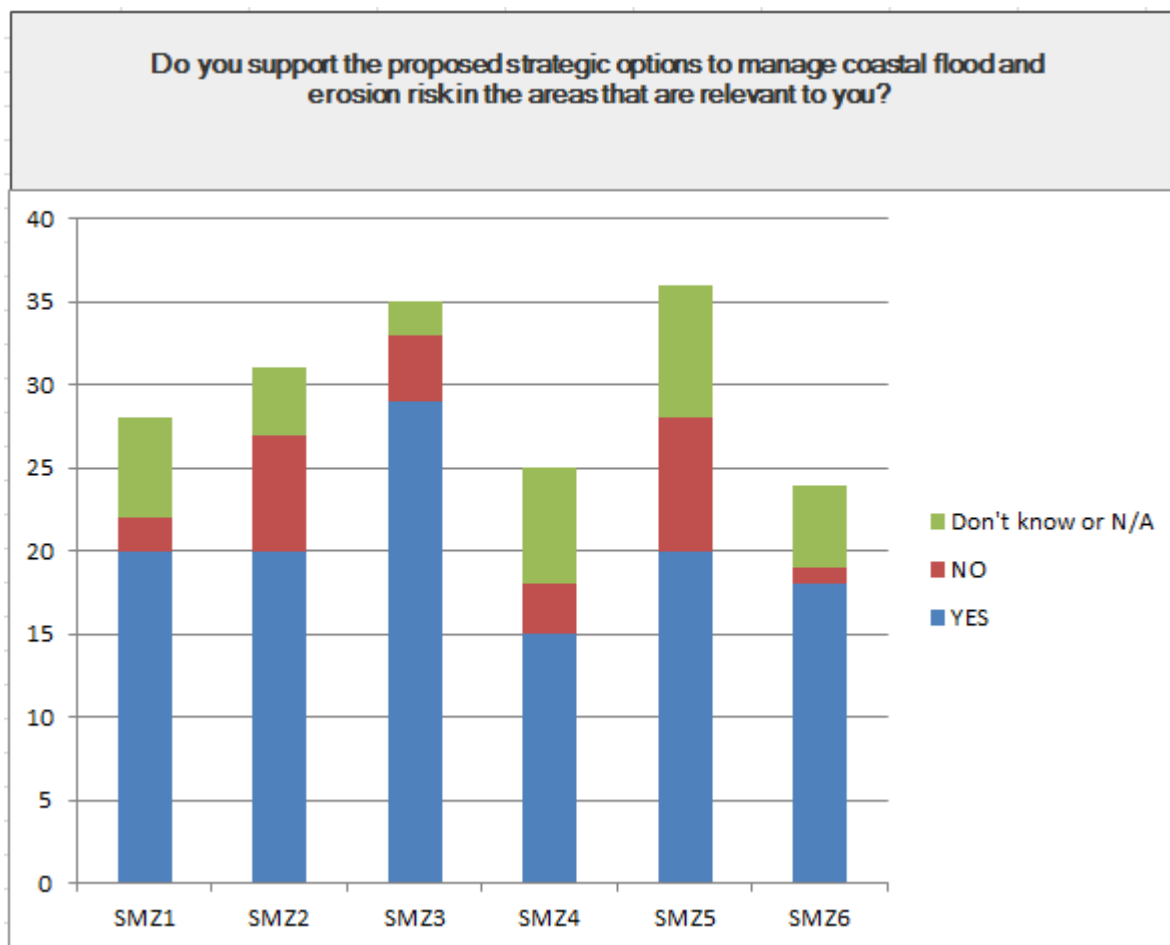


(Notes: 47 respondents answered this question, and 36 skipped the question/did not say).

Of those who answered 'no', several of these were related to Yarmouth (SMZ 3a), where the respondents supported all the individual policies in SMZ3a, but requested a 5-yearly update of the Strategy, instead of an update based on need.

Several of those who said 'no' were also related to Gurnard Marsh (which was stated as their main area of interest), which was addressed through further appraisal, review and refinement of the preferred option as described above.

Other issues raised by those who said 'no' were: two people asking who was responsible for the defences in W8 (Fort Victoria to Norton), and individuals who were interested in additional maintenance (but supported SMZ 1-3), SMZ2, Freshwater groynes, the burden on all taxpayers as opposed to those living on the coast, and one anonymous.



(Notes: 57 respondents answered this question, and 26 skipped the question/did not say).

**Question 10) Is there any key information that you think the Strategy has not addressed?**

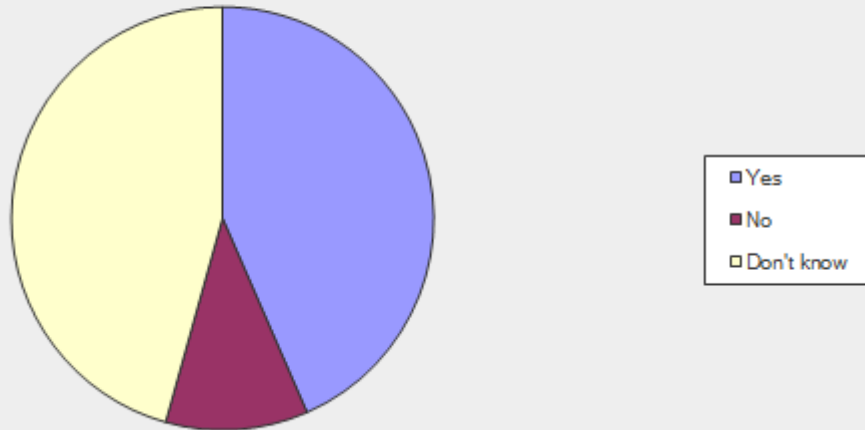
All individual comments submitted in answer to this question are shown in Appendix 6 to this report, with replies and explanation provided to each by the Strategy team, which contributed to the Final Strategy.

**Question 11) If a coastal scheme is proposed for your area, would you be willing to make a contribution towards the project to help ensure its delivery in the future?**

Yes 43%, No 11%, Don't know 46%.

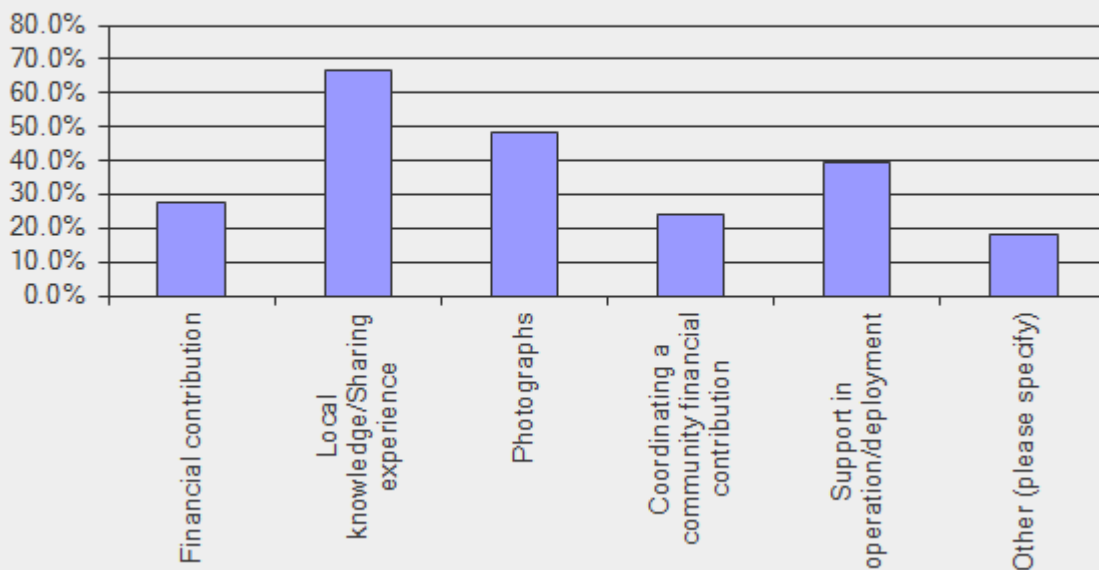


If a coastal scheme is proposed for your area, would you be willing to make a contribution towards the project to help ensure its delivery in the future?



Question 12) If yes, in what form would you be willing to contribute? (Please tick all that apply)

If yes, in what form would you be willing to contribute?(Please tick all that apply)



<b>If yes, in what form would you be willing to contribute?(Please tick all that apply)</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Financial contribution	27.3%	9
Local knowledge/Sharing experience	66.7%	22
Photographs	48.5%	16
Coordinating a community financial contribution	24.2%	8
Support in operation/deployment	39.4%	13
Other (please specify)	18.2%	6
<b><i>answered question</i></b>		<b>33</b>

(Notes: 33 answered the question, 35 skipped the question - Questionnaires only)

'Other' responses were:

- Putting up temporary flood barriers to stop wave action
- Participating in an official community fundraising scheme
- Two extended responses, shown in Appendix 6 to this report

Those that expressed interest in a financial contribution were followed up where contact details had been provided.

***Question 13) Please add any further comments you have in the box below.***

All responses to this question are provided in Appendix 6 of this report, with replies from the Strategy team.

**Detailed comments:**

A copy of all the comments received, with replies and document amendments, are provided in **Appendix 6** of this report.

## **9. Stage 7: Adopt and Publicise the Final Strategy**

The Final Strategy (including Appendices) is put forward for Local Authority adoption in winter 2016. It is then submitted to the Environment Agency for national review and approval.

The Final Strategy is available in full online on [www.coastalwight.gov.uk](http://www.coastalwight.gov.uk) or via [www.iwight.com](http://www.iwight.com).

The Final Strategy will feed into future investment plans and will be taken forward by the Risk Management Agencies and partners, through the priority schemes and approaches identified in the Strategy.

## **10. Contributions**

### **10.1 Overview of Stage 4 and 6 (discussions with key organisations and potential contributors)**

As part of the Strategy discussions have been held with a wide range of organisations that are undertaking or hold an interest in coastal flood and erosion risk reduction. Details of the stakeholder engagement, and potential opportunities for partnership working, are provided in section 6 above, and discussions have continued through stages 5 and 6 (the three month consultation and Strategy finalisation). The engagement process lays the framework for securing future partnership funding contributions and ensures the Strategy takes into full account the activities and aspirations of the stakeholders. Some key points of the process are outlined below.

Engagement with organisations and stakeholders will continue in the development of all the priority schemes identified by the Strategy for the short and medium term. In the short term these priority schemes include a proposed package of Temporary Barrier and Property Level Protection works for Cowes and East Cowes and Yarmouth.

The Strategy team are discussing with the EA's 'Supporting Communities that Remain at Risk' project any opportunities to take forward the West Wight Strategy priorities for use of Temporary Barrier in future phases of the SCRR project. This work will be progressed in 2017-18 by the risk management authorities.

Opportunities for defence improvements linked to future development and redevelopment are actively being sought on an ongoing basis.

Cowes Harbour Commission has completed construction of a new Offshore Breakwater in 2015 and is planning a further privately funded extension of the Shrape Breakwater, which will increase the shelter for the Cowes and East Cowes waterfronts from wave attack.

Yarmouth Harbour Commissioners are examining replacement/upgrading of the Yarmouth Harbour breakwater, which reduces the wave climate along parts of the vulnerable Yarmouth town and quayside frontage.

The Isle of Wight Council has funded significant repair works to reinstate coastal access in Totland Bay where the seawall was damaged by a coastal landslide in 2012, but acknowledges a full repair is not achievable at the present time.

Opportunities for further LEP funding, Local Levy, community contributions and Grant in Aid etc. will be fully assessed as the priority schemes of the Strategy are taken forward in both the short and medium term.

The Local Authority will be strengthening planning policy to assist both a) areas facing coastal change and b) areas requiring a coordinated approach and contributions to work towards the longer-term solutions identified in the West Wight Strategy. Further information on this approach is outlined below.

### **10.2 Developer Contributions**

#### **Developer Contributions: Isle of Wight Council Planning Policy**

Policy DM22 of the Isle of Wight's Core Strategy, published in March 2012, known as the 'Island Plan', sets the framework for 'Developer Contributions'. The Isle of Wight Council currently collects a range of contributions through Section 106 Agreements and Unilateral Undertakings, and potentially through the Community Infrastructure Levy (CIL). New development will be expected to provide or contribute towards the provision of the necessary infrastructure to enable it to be provided in a timely manner and support growth on the Island. The following contributions

expected from developers are listed in the Core Strategy. This framework will continue to be supplemented and updated with a range of SPDs (Supplementary Planning Documents) published by the Isle of Wight Council:

<b>Contributions:</b>	<b>For:</b>
<b>On-site</b> Negotiated and provided on-site or directly related to the site.	Affordable housing Local open space Environmental enhancements and/or improvements On-site transportation requirements Renewable energy supply Water recycling/ treatment/ waste
<b>Off-site</b> Contribution to wider plan objectives.	Local traffic management Public transport/ walking/ cycling Renewable energy supply Waste minimisation and recycling schemes Education Local skills, labour and training initiatives Leisure, arts, culture and heritage Healthcare Community halls
<b>Strategic infrastructure projects</b> identified within the spatial strategy and/or other LDF documents	Major roadworks and traffic management Environmental facilities, including flood mitigation, water supply improvements Strategic open space and green infrastructure, arts, sport, leisure, culture and heritage Wider landscape creation and enhancement Higher education, including further education and training to up-skill employees

### **Supplementary Planning Document (SPD) on 'Flood Risk and Vulnerable Coastal Communities' (including CCMA's and contributions)**

As discussed in the Main Strategy document, the Isle of Wight Council will be developing a Supplementary Planning Document (SPD) on 'Flood Risk and Vulnerable Coastal Communities' to strengthen future planning policy for areas at risk of coastal erosion and flooding.

In the larger urban areas such as Cowes, East Cowes, Newport and Yarmouth, redevelopment and regeneration will need to play an integral role in delivering sustainable longer term flood risk management and ensure the continued prosperity of these areas.

Through the Isle of Wight Council planning policy, future development should implement appropriate measures (e.g. raised ground levels or new defences) and/or provide contributions to avoid, mitigate and/or adapt the development area to future flood or erosion risk. By incorporating these new measures into wider defence schemes it will help reduce the current funding gap between what is needed, and what can currently be afforded from government Grant in Aid (GiA) and ensure broader outcomes are delivered.

The planning process will also be an essential supporting mechanism to deliver options such as adaptation and risk reduction in proposed Coastal Change Management Areas such as Totland, Colwell and Gurnard Luck. Inappropriate development in risk areas should be avoided to ensure that additional assets or populations are not placed at risk of future erosion or flooding. There may also be opportunities for appropriate or time-limited land uses in such areas.

The basis for a Supplementary Planning Document was established in the Isle of Wight's Core Strategy, published in March 2012, known as the 'Island Plan', namely in policies DM15 on Coastal

Management and DM 14 on Flood Risk. These policies outline the introduction of a 'Flood Risk and Vulnerable Coastal Communities SPD', as follows:

*"7.255. For certain locations around the Island, a Flood Risk and Vulnerable Coastal Communities SPD will be developed which will address the specific flood risk related issues that will need to be considered by development proposals within areas covered by the SPD. The SPD will outline what measures will need to be demonstrated so that new developments would not be at risk of flooding as a result of climate change, or would not worsen flood risk elsewhere.*

*7.261. The Flood Risk and Vulnerable Coastal Communities SPD will set out the Council's approach to Coastal Change Management Areas (CCMAs) and associated guidance so that communities vulnerable to coastal change have the necessary spatial planning framework to manage this change in the most sustainable manner. The CCMAs will be identified by drawing on evidence from the SMP and SFRA and, importantly, in partnership with relevant local communities, key stakeholders and statutory consultees.*

*7.262. Once defined, CCMAs will be identified on the Proposals Map and will be accompanied by Development Management guidance in the Flood Risk and Vulnerable Coastal Communities SPD. In the interim, all applications likely to be affected by CCMAs should refer to the relevant national policy and sections of the SMP and SFRA. The Council will indicate when a proposal is likely to be affected (based on the recommended policy approach of the relevant stretch of coastline in the SMP, the proximity of the proposal and the proposed use[s])."*

## **11. Broader Outcomes**

### **Introduction**

A unique feature of this Strategy is the 'island' setting of the communities at risk. The Isle of Wight is heavily reliant on cross-Solent (over sea) infrastructure links to support its economy and population. In 2014 there were over 8.5 million passenger crossings, over 1.7 million car crossings, nearly 18,000 coaches and over 270,000 commercial vehicle crossings, using the three Isle of Wight Ferry operators Wightlink, Red Funnel and Hovertravel. A large proportion of these movements are through ferry terminals which are located within the Strategy area, which includes two car ferry terminals and one passenger ferry terminal. These routes and terminals are key infrastructure for the Island used by residents, visitors and businesses alike. There are also essential significant additional freight movements to other docksides, including notably to Blackhouse Quay on the Medina, also within the Strategy area. A range of cross-Solent cables and pipelines provide essential utilities and services to the Island, several coming ashore at Gurnard on the north coast, within the Strategy coastline. These provide services for the whole of the Isle of Wight, not only the coastal communities located nearby. Windfarm proposals have potential impacts on active businesses and sites within the Strategy area. There are a wide range of marine and tourism industries operating along the Strategy coastline.

Therefore, discussions with a range of key organisations with an active interest in the Strategy coastline have been conducted as part of the Strategy process, seeking potential partnership funding and contributions. These are outlined in section 4 and the report above.

In addition to these organisations, a number of issues have also been considered with a view to achieving broader outcomes (alongside defence improvements) for the Isle of Wight coastal communities. Some key aspects of these are outlined below.

### **Plans of the future of Cowes and Yarmouth Harbours, and East Cowes Regeneration**

Ongoing discussions will be held with organisations planning improvements and regeneration along the Strategy frontage and impacts on coastal flood and erosion risk reduction. Both Cowes and Yarmouth Harbour Commissioners are planning/undertaking works to replace or extend breakwaters in their ports, to secure and improve the future of the harbours and assist regeneration. Redevelopment opportunities will provide opportunities to address flood risk, and work towards future strategic schemes and broader outcomes. Regeneration projects have a wide range of impacts on their local communities and the Island. The Risk Management Agencies will continue to work with organisations and developers to highlight and facilitate opportunities for partnership funding contributions and future risk reduction.

### **Isle of Wight Ferry Companies**

As outlined in the introduction to section 11 above, the Isle of Wight is uniquely reliant on its ferry services as its key transport infrastructure, with ongoing discussions held with the ferry operators. Future improvements of their terminal facilities on the Island will need to take full account of flood and erosion risk. Opportunities for partnership working and broader outcomes will be investigated by the risk management agencies as future proposals are developed.

### **Cycleway and transport infrastructure funding (including the LSTF)**

The IWC recognises the importance of increasing travel choice and is supporting efforts to increase the numbers walking and cycling. The Yarmouth-Freshwater and Cowes-Newport Cycleways are vulnerable to flood risk and shoreline change, along the shores of the estuaries they follow, connecting up coastal towns in the West Wight Strategy area.

Recognised as part of the National Cycle Network (NCN), popular routes link Cowes to Newport (NCN23) and Yarmouth to Freshwater (NCN22). NCN22 uses the line of a former railway and runs close to the edge of the River Yar Estuary for much of its length. The route is only just slightly higher than the river itself and at high tide the water is already in close proximity to the cycleway. The counters on the routes show they are very popular with walkers and cyclists, and when the

use of the routes becomes threatened by increased incidents of flooding as a consequence of sea level rise then consideration will have to be given to mitigating measures – raising or diversion so as to reduce the implications on users. The Cowes to Newport track recorded 94,848 cycle movements (both directions) over the year of 2015. The Yarmouth-Freshwater route recorded 65,017 pedestrian movements and 29,529 cycle movements (both directions) in 2015.

Previous rounds of Local Sustainable Transport Fund works (LSTF 1 & 2) have improved cycleway provision and key transport connections on the Isle of Wight, working with a partnership of organisations. These funding programmes are now largely complete. Future improvements to make the cycleways and transport links more resilient could seek funding through LEP, local authority or other sources of funding to be identified, and would be considered alongside plans for coastal change and any proposed defence schemes, to seek broader outcomes and coordinated improvements for the communities affected.

### **Rights of Way**

The IWC Rights of Way service manages the most concentrated network of public rights of way in the UK. Within 147 square miles there are 520 miles of rights of way which include 326 miles of footpath, 165 miles of bridleways and 29 miles of byways. A significant proportion of these are in the West Wight Strategy area, including the very popular round-the-island Coastal Path. The Rights of Way service work closely with landowners and engineers to maintain the footpath along coastal defences and structures, and to set back rights of way inland as the coast erodes. Full consideration of the popularity of coastal rights of way on the Island for residents, visitors and the economy will be given in the development of future priority schemes, together with any opportunities for joint working.

### **Solent Recreation Mitigation Strategy, and developer contributions**

New housebuilding around the Solent will create additional recreational pressures which will impact on the three Solent Special Protection Areas unless mitigation measures are put in place. The Solent area is internationally important for its wildlife, with 90,000 waders and over 10 per cent of the global population of Brent Geese. Drawing on extensive research, a partnership of local authorities and other bodies has prepared an interim strategy to implement those mitigation measures. The mitigation measures are being funded by financial contributions from housing developments. The initial developer contribution for properties on the Isle of Wight within 5.6km of the SPAs is £172 per dwelling (in place through an approved IWC Supplementary Planning Document). This is funding initial rangers, and various future works.

The Partnership comprises the following Local Authorities: Isle of Wight Council, Chichester District Council, East Hampshire District Council, Eastleigh Borough Council, Fareham Borough Council, Gosport Borough Council, Hampshire County Council, Havant Borough Council, New Forest District Council, New Forest National Park Authority, Portsmouth City Council, Southampton City Council, South Downs National Park Authority, Test Valley Borough Council, Winchester City Council, Natural England, the Royal Society for the Protection of Birds, Hampshire & Isle of Wight Wildlife Trust, and Chichester Harbour Conservancy.

The West Wight Coastal Strategy and subsequent priority schemes will maintain awareness of the developing Mitigation Strategy to ensure they identify any potential opportunities for coordinated working.

### **Devolution**

Devolution plans for the Solent area are being progressed by the Isle of Wight Council in conjunction with Portsmouth City Council and Southampton City Council, with the aim of securing additional funding including support for regeneration. Devolution plans will continue to be developed in 2017, and opportunities sought to contribute to the implementation of the Strategy preferred approaches.



## **Appendices:**

**Appendix 1:**

**Steering Group Agendas**

## Steering Committee 1 –Agenda:

<b>Project:</b>	West Wight Strategy	<b>Project No:</b>	47072378
<b>Subject:</b>	<b>Steering Group Meeting 1</b>	<b>Date:</b>	9 <sup>th</sup> & 10 <sup>th</sup> February 2015
<b>DAY 1</b>	<p><b>BUS TOUR</b></p> <p>Attendees: Steering Group, plus YCDWG &amp; YHC.</p> <p>9:30am Leave Cowes Red Funnel  10:10-10:30am Freshwater Bay  10:35-10:45am The Causeway, Freshwater  10:55-11:40am Totland  11:50-1:05pm Yarmouth  1:40-2:05pm Gurnard  2:15-3:20pm Cowes  3:20-4:30pm East Cowes (via chain ferry)  4:30pm Chain ferry back to Cowes</p>		
<b>DAY 2</b>	<b>FOLLOW-UP MEETING</b>		
<b>Place:</b>	IoW Council Offices, Newport, IoW Chair: Tara-Leigh McVey		
<b>Attendees:</b>	Jenny Jakeways (JJ) Peter Marsden (PM) Sue Hawley (SH) Luke Ellison (LE) Tara-Leigh McVey (TLM) Jon Short (JS) Jason Drummond (JD) George Batt (GB) Rob Sheehan (RS) Simon Thompson (ST) <i>Apologies:</i> Wendy Perera (WP) Chris Mills (CM)	Isle of Wight: Client Manager Isle of Wight Isle of Wight Isle of Wight AECOM: Project Manager AECOM AECOM AECOM Environment Agency Natural England (attended 9/2/10, apologies 10/2/15) Isle of Wight: Project Executive Isle of Wight: Planner	

Item	Minute
1	<b>Apologies and Introductions</b>
2	<p><b>Discussions</b></p> <p>a) Confirm Client Steering Group  b) Feedback on Bus Tour and Workshops  c) Totland landslide update  d) Discussion on Modelling.  e) Strategy Process</p>
3	<b>Programme</b>
4	<b>Date of Next Meeting</b>

## Steering Committee 2 –Agenda:

<b>Project:</b>	West Wight Strategy	<b>Project No:</b>	47072378
<b>Subject:</b>	Steering Group Meeting 2	<b>Date:</b>	30 <sup>th</sup> April 2015
		<b>Time:</b>	12:30-3:30
<b>Place:</b>	IoW Council Offices, Newport, IoW Chair: Tara-Leigh McVey		
<b>Attendees:</b>	<p>Jenny Jakeways –Senior Coastal Officer, Planning Policy, IWC  Peter Marsden –Principal Coastal Engineer, PFI Contract Management, IWC  Luke Ellison –Coastal Engineering Technician, PFI Contract Management, IWC  Sue Hawley -Estuaries Officer, Isle of Wight Estuaries Project  Chris Wells -Principal Officer - Transport Policy and Strategy  Rob Sheehan –Environment Agency  Sarah Luckton –Environment Agency  Simon Thompson –Natural England  Matt Taylor –Natural England  Tara McVey – AECOM  Jon Short – AECOM  Jason Drummond – AECOM  David Dales - AECOM</p> <p><i>Apologies:</i>  Wendy Perera – Deputy Head of Service, Planning (and Planning Policy), IWC  David Wilkinson –Historic England  Chris Mills -Planning Policy Officer, Planning Policy, IWC</p>		

Item	Minute
1	<b>Welcome, Introduction, Apologies</b>
2	<b>Project Governance/CSG</b> <ul style="list-style-type: none"> <li>• Confirm Steering Group Meetings</li> </ul>
3	<b>Programme</b> <ul style="list-style-type: none"> <li>• Programme Review</li> <li>- Impacts of JBA modelling</li> <li>- Consultation/approvals</li> <li>- East Cowes Planning Period – summer 2015</li> </ul>
4	<b>Progress</b> <ul style="list-style-type: none"> <li>• Reports/Appendices</li> <li>- Defence Condition Assessment</li> <li>- Coastal Processes Report</li> <li>- HRA Scoping and SEA Scoping – subsequent reports</li> <li>- WFDa</li> <li>- Contamination Desktop Review</li> <li>- Modelling report – subject to updates following JBA work (and addition of their report)</li> <li>- SMZs</li> <li>- Option Costing</li> <li>- Selection of Strategic Intent (two examples below)</li> </ul>

	<ul style="list-style-type: none"> <li>i) Thorley Brook</li> <li>ii) Totland</li> <li>- Consultation Document</li> </ul>
5	<p><b>Stakeholder/Public consultation</b></p> <ul style="list-style-type: none"> <li>- August/Sept 2015</li> <li>- Confirm materials provided by AECOM</li> <li>- Discussion of locations/timings/evening events</li> </ul>
6	<p><b>Broader Outcomes</b></p> <ul style="list-style-type: none"> <li>- Real partnership funding – early discussions</li> <li>- PAR positioning</li> </ul>
7	<b>AOB</b>

## Steering Committee 3 –Agenda:

<b>Project:</b>	West Wight Strategy	<b>Project No:</b>	47072378
<b>Subject:</b>	Steering Group Meeting 3	<b>Date:</b>	23 <sup>rd</sup> June 2015
		<b>Time:</b>	10:30-2:00
<b>Place:</b>	Seaclose Office, Newport, (Upper Conference Room), IoW Chair: Tara-Leigh McVey		
<b>Attendees:</b>	<p>Wendy Perera –Head of Planning and Housing Services, IWC          Jenny Jakeways –Senior Geomorphologist, Planning Policy, IWC          Luke Ellison –Coastal Engineering Technician, PFI Contract Management, IWC          Sue Hawley -Estuaries Officer, Isle of Wight Estuaries Project          Chris Mills -Planning Policy Officer, Planning Policy, IWC          Jemma Colwell - Environment Agency          Simon Thompson –Natural England          Tara-Leigh McVey – AECOM          George Batt – AECOM</p> <p><i>Apologies:</i>          Peter Marsden –Principal Coastal Engineer, PFI Contract Management, IWC          Chris Wells -Principal Officer - Transport Policy and Strategy          Jason Drummond –AECOM          Jon Short – AECOM          David Dales – AECOM          David Wilkinson –Historic England</p>		

Item	Minute
1	<b>Welcome, Introduction, Apologies</b>
2	<b>Programme</b> - Programme Review
3	<b>Progress</b> - Modelling Works - Undertaking of Damages Assessment (Do Nothing) - Preferred Strategic Intent for Costing (using the five categories under the Guidance) - Modelling report – subject to updates following JBA work (and addition of their report) - Contamination Report update - Consultation Document
4	<b>Stakeholder/Public consultation</b> - September 2015 - Confirm materials provided by AECOM i) Consultation Document and leaflet (AECOM) ii) All other materials (i.e. boards/posters/reports/SMP) etc to be provided by IWC - Preliminary discussion of locations/timings/evening events (early, mid or late). - Consultation comments – IWC lead with AECOM support.
5	<b>Broader Outcomes</b> - Evidence of partnership funding – early discussions - Feedback on Hamble Strategy LPRG - PAR positioning

**Dates of future meetings:**

July: 28<sup>th</sup> July 2015

## Steering Committee 4 –Agenda:

<b>Project:</b>	West Wight Strategy	<b>Project No:</b>	47072378
<b>Subject:</b>	Steering Group Meeting 4	<b>Date:</b>	28 <sup>th</sup> July 2015
		<b>Time:</b>	12:30-5:00
<b>Place:</b>	Seaclose Office, Newport, (Upper Conference Room), IoW Chair: Tara-Leigh McVey		
<b>Attendees:</b>	<p>Wendy Perera –Head of Planning and Housing Services, IWC            Jenny Jakeways –Senior Geomorphologist, Planning, IWC            Peter Marsden –Principal Coastal Engineer, PFI Contract Management, IWC            Luke Ellison –Coastal Engineering Technician, PFI Contract Management, IWC            Sue Hawley –Estuaries Officer, Isle of Wight Estuaries Project            Ollie Boulter –Planning Team Leader, IWC            Jemma Colwell -Environment Agency            Simon Thompson –Natural England            Becky Loader –Senior Archaeologist, IWC            Tara-Leigh McVey – AECOM            Jon Short – AECOM            David Dales – AECOM</p> <p><i>Apologies:</i>            Chris Mills –Principal Policy Officer –Transport, Planning, IWC            Chris Wells –Planning Officer –Environment, Planning, IWC            David Wilkinson –Historic England            Jason Drummond –AECOM            George Batt – AECOM</p>		

Item	Minute
1	<b>Welcome, Introduction, Apologies</b>
2	<b>Minutes of the last meeting</b> <ul style="list-style-type: none"> <li>- Finalise minutes of the last meeting</li> <li>- Review of Actions</li> </ul>
3	<b>Programme</b> <ul style="list-style-type: none"> <li>- Programme Review (V10)</li> </ul>
4	<b>Progress/Issues</b> <ul style="list-style-type: none"> <li>- Economics Assessment.               <ul style="list-style-type: none"> <li>a) FDGiA and PF</li> <li>b) Commercial and Residential properties</li> <li>c) Strategic options – flood compartments</li> <li>d) Defence types - demountables</li> </ul> </li> <li>- Planning Implementation.</li> <li>- Funding – Section 106/CIL and LEP</li> <li>- Preferred Strategic Intent for Costing (how this can be applied over the SMZ where there is NAI and HTL – but capturing local measures).</li> <li>- Discussion about Guidance procedures for 1:75 and 1:200 for option appraisal.</li> </ul>
5	<b>Stakeholder/Public consultation</b>

	<ul style="list-style-type: none"> <li>- Late September 2015.</li> <li>- Confirm materials provided by AECOM. <ul style="list-style-type: none"> <li>iii) Consultation Document and leaflet (AECOM)</li> <li>iv) All other materials (i.e. boards/posters/reports/SMP)etc to be provided by IWC</li> </ul> </li> <li>- Preliminary discussion of locations/timings/evening events (early, mid or late).</li> <li>- Consultation comments – IWC lead with AECOM support.</li> </ul>
6	<p><b>Broader Outcomes</b></p> <ul style="list-style-type: none"> <li>- Funding – What GiA will fund and not.</li> <li>- Evidence of partnership funding – early discussions.</li> <li>- Feedback on Hamble Strategy LPRG.</li> <li>- PAR positioning.</li> </ul>
7	<p><b>AOB</b></p>

**Dates of future meetings:**

Agreed: Project Board meeting to be arranged, plus Steering Group updates by correspondence.



## **Appendix 2:**

**Press Coverage for the early Stakeholder Workshops (February 2015) and the 3-month Draft Strategy Consultation (Spring 2016).**

February 20, 2015

County Press

news 39

# Essential to protect Yarmouth

PROTECTING Yarmouth from the effects of coastal erosion and rising sea levels is essential to the economic well being of the Island, according to the town's mayor.

Speaking at a packed consultation meeting on sea defences and climate change at Yarmouth Institute on Tuesday, Cllr Steve Cowley, said although Yarmouth was a small town, it was strategically important to the whole of the Island as a ferry port.

He said: "It brings visitors, tourism and money to the Island."

Two workshops intended to fine tune the coastal strategy for towns in the West Wight as well as Newport, Cowes and East Cowes, were staged by the IW Council and consultants Capita AECOM, at Northwood House, Cowes, and in Yarmouth.

The strategy will identify options on how to reduce future coastal flooding and erosion due to climate change and decide how the work can be paid for.

The project area includes Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell and surrounding areas as well as Newport Harbour.

Work on the strategy began in late 2014 and is due to be completed in summer next

**By David Newble**  
davidn@iwcprmail.co.uk

year. Towns including Cowes, East Cowes and Yarmouth have already been identified as communities which are due to be protected from rising sea levels.

However, the South Wight coastal landscape will be allowed to erode naturally.

The mayor of Cowes, Cllr Geoff Banks, said any coastal strategy would need to protect the town's centre.

Mayor of East Cowes, Cllr Mike Lloyd added the multi-million pound regeneration of the town may provide a way to help pay for coastal defence works.

**Speaking at the Yarmouth meeting were Tara-Leigh McVey from Capita, left, and Jenny Jakeways, from the IW Council.**



0215-665882



The coastal strategy public meeting at Yarmouth.

0215-665881

## Beach plan at Ventnor

MONEY has been set aside by Ventnor Town Council to maintain beaches and erode areas that the IW Council...

Courtesy of Isle of Wight County Press, 20<sup>th</sup> February 2015

# Coastal Defence & Flood Risk

## SurgeWatch

The winter of 2013/14 saw some of the UK's most extreme sea levels, waves and coastal flooding for several decades. Prompted by people asking 'just how unusual was the 2013/14 season?' A team of scientists at the University of Southampton, National Oceanography Centre and the British Oceanographic Data Centre, have compiled a new database of coastal flooding for the UK that covers the last one hundred years. The database contains information on 96 large storms during this period, the highest sea levels they produced, and a description of the coastal flooding that occurred during each event.

The database is freely available and the team have built an accompanying website called 'SurgeWatch'. The database and website have been designed so that all the information is easily accessible and understandable to a range of users. Their vision is to progressively expand and update this database. They welcome user contributions (for example photographs and videos), which can be uploaded easily to their website. See <http://www.surgewatch.org/>.



*Photo courtesy of Canterbury City Council*

This new database will improve understanding of the statistics of extreme sea levels around the UK. Coastal flooding remains a threat to life and to economic and environmental assets. In the UK currently 2.5 million properties and £150 billion of assets are exposed to coastal flooding.

Was the 2013-14 season unusual? The database definitely suggests so. Seven out of the 96 events in the 100-year database occurred during the 2013/14 storm surge season; no other season has had that number of large events in the last 100 years. Two of the events (5-6 December 2013 and 3rd January 2014) are ranked in the top ten, in terms of height of sea levels. Both of these events also rank highly in terms of spatial footprints, as they impacted very large stretches of the UK coast.

## West Wight Coastal Strategy

The Isle of Wight Council and the Environment Agency are currently developing a Coastal Strategy for the West Wight coastline. The Strategy will identify the preferred management options needed to reduce future coastal flooding and erosion, including the coastal defence structures required, and how they could be funded.

The project area includes the towns of Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell, Newport Harbour, and surrounding areas. The study commenced in late 2014 and is due to be completed in Summer 2016.

Much of the Isle of Wight's coastline including Niton Undercliff, Compton Bay and Totland's coastal path was damaged during the severe winter gales of last year.

To find out more about the coastal strategy and to raise or discuss key issues, members of the public had the opportunity to attend two presentations in February. At the presentations the topics included the remit and timings for Strategy production, and a look at how the government's new 'Partnership Funding' system for future coastal defences works.

## Funding for Portsmouth Flood Defences

The Eastern Solent Coastal Partnership (ESCP) has been allocated just under £44m worth of Environment Agency funding towards improving flood defences across the north of Portsea Island, from Tipner through to Milton Common. This means that construction work for the flood protection scheme can begin this year. The new defences will reduce the risk of coastal flooding to over 4,200 homes and 500 businesses, as well as two main roads and the only rail link onto the Island, over the next 100 years.

The scheme has strong public support, with ninety four percent of those who provided feedback at recent exhibitions in Anchorage Park stating that they fully support the scheme.

The works are planned to take place over the next 10 years, in five stages according to priority. The new defences will vary at different locations on the coast and will include raised earth embankments, rock slopes to protect from erosion and concrete sea walls. An improved path will run the full length of the completed defences.

The scheme is being delivered on behalf of Portsmouth City Council.

[www.solentpedia.info](http://www.solentpedia.info)

Courtesy of the Solent Forum, Solent News, Issue 38: Summer 2015

# Coastal strategy for the West Wight

By a County Press reporter

Thursday, January 29, 2015



The storm hit sea wall at West Wight. *Picture by Paul Blackley.*

## **THE DEVASTATING effects of last year's winter storms on the coastline of the Isle of Wight are set to be put under the microscope.**

Members of the public are being invited along to two presentations and workshops to help form a new West Wight Coastal Strategy.

The strategy, which is being developed by the Environment Agency and the Isle of Wight Council, will look at options to reduce future coastal flooding and erosion and will also look how the work will be paid for.

Much of the Isle of Wight's coastline including Niton Undercliff, Compton Bay and Totland's coastal path was damaged during the severe winter gales of last year.

The project area includes the towns of Yarmouth, Freshwater, Totland and Colwell as well as the towns of Cowes, East Cowes and Newport.

Work on the strategy began in late 2014 and is due to be completed in summer 2016.

To find out more about the coastal strategy and to raise or discuss key issues, members of the public can attend either of the presentations.

The first takes place on Monday, February 9, between 5.30pm and 7pm at Northwood House, Ward Avenue, Cowes and the second takes place on Tuesday, February 10, between 2pm and 4pm at Yarmouth Institute, St James Street, Yarmouth.

There will also be information about the government's new partnership funding system for future coastal defence work.

Isle of Wight Council's executive member for public protection Cllr Phil Jordan said: "These events will provide members of the public with a good opportunity to find out more about the coastal strategy and contribute to the discussion. We would encourage anyone interested to attend."

To book a place, please email Emma Brown via [emma.brown@iow.gov.uk](mailto:emma.brown@iow.gov.uk) or call (01983) 823552.

## More News

Royal Mail post box changes prompt warning from MP Andrew Turner  
Thursday, February 5, 2015

Housing support service cuts considered by Isle of Wight Council  
Thursday, February 5, 2015

Dr Rory Fox shock departure from Ryde Academy  
Wednesday, February 4, 2015

X Factor act Exposure for Isle of Wight SNAP Dance  
Wednesday, February 4, 2015

Isle of Wight MP Andrew Turner votes against 'three-person babies'  
Wednesday, February 4, 2015

Isle of Wight Youth MP calls for rethink over 'disgraceful' Paralympic sailing axe  
Wednesday, February 4, 2015

Search for the Isle of Wight's Village of the Year  
Wednesday, February 4, 2015

East Cowes councillors hit out at floating bridge charges  
Tuesday, February 3, 2015

Isle of Wight NHS gets behind #hellomynameis campaign  
Tuesday, February 3, 2015

Marks and Spencer confirms interest in Cowes Co-op store  
Tuesday, February 3, 2015

1 - 2 - 3 - 4

Courtesy of the Isle of Wight County Press website, 29<sup>th</sup> January 2015

## Find out more about the West Wight coastal strategy

The public are being invited to two presentations and workshops as part of the development of a new coastal strategy for the West Wight.

[Jump directly to add to the reader's comment ↓](#)



*This in from the council, in their own words. Ed*

Wednesday, 28th  
January, 2015  
2:55pm

The strategy – which is being developed by the council and the Environment Agency – will identify preferred options to reduce future coastal flooding and erosion and consider how these may be funded.

The project area includes the towns of Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell, and surrounding areas, as well as Newport Harbour.

Work on the strategy began in late 2014 and is due to be completed in summer 2016.

To find out more about the coastal strategy and to raise or discuss key issues, you can attend either of the presentations:

- Monday 9 February (5.30pm to 7pm) – Northwood House, Ward Avenue, Cowes.
- Tuesday 10 February (2pm to 4pm) – Yarmouth Institute, St James Street, Yarmouth.

There will also be information about the government's new partnership funding system for future coastal defence work.

Executive member for public protection, Councillor Phil Jordan, said:

"These events will provide members of the public with a good opportunity to find out more about the coastal strategy and contribute to the discussion. We would encourage anyone interested to attend."

To book a place, please email: [emma.brown@iow.gov.uk](mailto:emma.brown@iow.gov.uk) or tel: (01983) 823552 (ask for Emma Brown).

*Image: © Used with the kind permission of the Isle of Wight council*

Courtesy of On the Wight website, 28<sup>th</sup> January 2015

## Coastal Strategy Presentation To Tackle Flooding

**Two presentations are being held on the Island, to show case the latest coastal strategies for the West Wight.**

The strategy is being developed by the local authority and the Environment Agency, and aims to identify preferred options to tackle coastal flooding and erosion.

They will also consider how funding can be obtained to help with any future operations.

The project area includes the towns of Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell, and surrounding areas, as well as Newport Harbour.

Work on the strategy began in late 2014 and is due to be completed in summer 2016.



Severe flooding hit East Cowes during Winter 2013.

To find out more about the coastal strategy and to raise or discuss key issues, you can attend either of the presentations:

- Share
- Monday 9 February (5.30pm to 7pm) – Northwood House, Ward Avenue, Cowes.
  - Tuesday 10 February (2pm to 4pm) – Yarmouth Institute, St James Street, Yarmouth.

There will also be information about the government's new partnership funding system for future coastal defence work.

Executive member for public protection, Councillor Phil Jordan, said:

*"These events will provide members of the public with a good opportunity to find out more about the coastal strategy and contribute to the discussion. We would encourage anyone interested to attend."*

To book a place email: [emma.brown@iow.gov.uk](mailto:emma.brown@iow.gov.uk) or tel: (01983) 823552.

Courtesy of Isle of Wight Radio website, 29<sup>th</sup> January 2015

## **3-month Public Consultation, 30<sup>th</sup> March to 30<sup>th</sup> June 2016:**

01 Apr 2016 Last updated at 15:00

### **Coastal strategy consultation begins**

The Isle of Wight Council and the Environment Agency have launched a three month public consultation on a draft coastal strategy for the West Wight shoreline. The coastline covered in the strategy includes the towns of Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell, as well as Newport Harbour, and surrounding areas.

The public consultation opened 31 March and will run to 30 June 2016 and is an opportunity for people to learn about the proposals that have been put forward to manage future coastal flood and erosion risks to the West Wight shoreline.

The West Wight Coastal Flood and Erosion Risk Management Strategy recommends the preferred approaches needed to reduce or adapt to future coastal risks. It includes proposals for future priority schemes and examines how they could be funded.

The priority schemes recommended by the strategy include flood risk reduction in Cowes, East Cowes and Yarmouth, with proposed use of temporary flood barriers and property level protection measures. Future schemes will be developed using the new 'partnership funding' approach, which seeks funding from a wide range of sources.

Executive member for public health, public protection and PFI, Councillor Phil Jordan, said: "We are very interested to know the views of the public about this proposal which forms part of our commitment to ensure that, with risks set to increase in the future, it is important to develop our priorities for future risk reduction for the Isle of Wight's coastal communities.

"It is important that people in the community have their say and are able to ask any questions during the consultation period so I would encourage the public to do so."

#### **Find out more and have your say**

Two 'drop-in' roadshows will be held: one in Yarmouth, one in Cowes, for the public to attend, view the proposals and ask questions. Each will be held over an afternoon and early evening. The dates will be advertised soon on [www.coastalwight.gov.uk](http://www.coastalwight.gov.uk)

You can download a copy of the Strategy and a Summary Report from the Isle of Wight council website - <https://www.iwight.com/consultations/> and there is also an online questionnaire for you to submit your comments.

Alternatively please email: [coast@iow.gov.uk](mailto:coast@iow.gov.uk) or contact the Isle of Wight Council, tel: (01983) 821000.

The closing date for responses to this consultation is 30 June 2016. Unfortunately no responses received after this date can be considered by the council.

Future coastal and flood defence schemes will be developed within the government's 'partnership funding' system, which combines public and private funding contributions.

In February 2015 public workshops were held which shaped the early development of the strategy. Since then, the work has been developed based on the latest national guidance, and the draft strategy has now been published for a three month period of public consultation in spring 2016.



Gumard Bay shoreline

#### **Factfile**

The public consultation began on 31 March and will run to 30 June.



Isle of Wight

Press Release, Isle of Wight Council, 1<sup>st</sup> April 2016

# Flood barriers under consideration

**TEMPORARY** flood barriers could be erected to protect Island homes from coastal flooding.

It is one of several priority schemes proposed as part of the West Wight Coastal Flood and Erosion Risk Management Strategy, aimed at protecting the Island's shoreline and reducing the risk of flooding and erosion.

The IW Council and Environment Agency have launched a three-month consultation on the draft strategy, which will cover Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell, Newport Harbour and surrounding areas.

It will run until June 30, giving people a chance to find out more about the proposals and comment on them.

The council's executive member for public health, public protection and PFI, Cllr Phil Jordan, said: "We are very interested to know the views of the public about this proposal which forms part of our commitment to ensure that, with risks set to



**Gurnard Bay.**  
CONTRIBUTED

increase in the future, it is important to develop our priorities for future risk reduction for the IW's coastal communities."

Future coastal and flood defence schemes will be developed within the gov-

ernment's 'partnership funding' system, which combines public and private funding contributions.

People can view the draft strategy and submit comments online at [www.iwight.com/consultations](http://www.iwight.com/consultations)

by e-mailing [coast@iow.gov.uk](mailto:coast@iow.gov.uk) or calling the council on 821000.

Two drop-in roadshows will be held in Yarmouth and Cowes, the dates of which are due to be announced shortly.

Courtesy of Isle of Wight County Press Newspaper, 15<sup>th</sup> April 2016



# Have your say on Isle of Wight coastal flood protection strategy

By Emily Pearce

Monday, April 4, 2016



Proposals have been put forward to manage future coastal flood and erosion risks to the West Wight shoreline. Flooding on Cowes seafront. Picture by Robin Crossley.

## TEMPORARY flood barriers could be erected to protect Isle of Wight homes from coastal flooding.

It is one of several priority schemes proposed as part of the West Wight Coastal Flood and Erosion Risk Management Strategy, aimed at protecting the Island's shoreline and reducing the risk of flooding and erosion.

The Isle of Wight Council and the Environment Agency have launched a three-month consultation on the draft strategy, which will cover Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell, Newport Harbour and surrounding areas.

It will run until June 30, giving people a chance to find out more about the proposals and comment on them.

The council's executive member for public health, public protection and PFI, Cllr Phil Jordan, said: "We are very interested to know the views of the public about this proposal, which forms part of our commitment to ensure that, with risks set to increase in the future, it is important to develop our priorities for future risk reduction for the Isle of Wight's coastal communities."

Future coastal and flood defence schemes will be developed within the government's partnership funding system, which combines public and private funding contributions.

People can view the draft strategy and submit comments online at [www.iwight.com/consultations](http://www.iwight.com/consultations), by e-mailing [coast@iow.gov.uk](mailto:coast@iow.gov.uk) or calling the council on 01983 821000.

Two drop-in roadshows will be held in Yarmouth and Cowes, the dates of which are due to be announced shortly.

Reporter: [emilyp@wcpmail.co.uk](mailto:emilyp@wcpmail.co.uk)

## More News

Chip shop call out a false alarm  
Monday, April 11, 2016

Street attack video to be investigated by police  
Monday, April 11, 2016

Police investigate shop burglaries  
Monday, April 11, 2016

Two Isle of Wight charities to benefit from warehouse sale  
Monday, April 11, 2016

Police drugs raid in Freshwater  
Monday, April 11, 2016

Community groups back Fight for the Wight over fears for the vulnerable  
Monday, April 11, 2016

Your views needed in big Isle of Wight health shake-up  
Sunday, April 10, 2016

Bus shelter for Isle of Wight's homeless  
Sunday, April 10, 2016

Isle of Wight police hunt suspect in Parkhurst Forest  
Sunday, April 10, 2016

Ryde Carnival appeal after storm destruction  
Sunday, April 10, 2016

1-2-3-4

Courtesy of Isle of Wight County Press website, 4<sup>th</sup> April 2016

## Have your say on West Wight shoreline strategy

The Isle of Wight council and the Environment Agency have launched a three month public consultation on a draft Coastal Strategy for the West Wight shoreline.

Be the first to add your thoughts in the comments section ↓



*The Isle of Wight council invite you to have your say. Ed*

Friday, 1st April, 2016 4:33pm

By IW Council Press Office

ShortURL: <http://wig.ht/2e5V>

Filed under: Island-wide, Isle of Wight Council, Isle of Wight News, Top story, West Wight

The Strategy coastline includes the towns of Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell, Newport Harbour, and surrounding areas.

The public consultation opened 31 March and will run to 30 June 2016 and is an opportunity for people to learn about the proposals that have been put forward to manage future coastal flood and erosion risks to the West Wight shoreline.

### Preferred approaches for future coastal risks

The 'West Wight Coastal Flood and Erosion Risk Management Strategy'

recommends the preferred approaches needed to reduce or adapt to future coastal risks.

It includes proposals for future priority schemes and examines how they could be funded.

### Flood protection schemes

The priority schemes recommended by the Strategy include flood risk reduction in Cowes, East Cowes and Yarmouth, with proposed use of Temporary Flood Barriers and Property Level Protection measures.

Future Schemes will be developed using the new 'partnership funding' approach, which seeks funding from a wide range of sources.

The Isle of Wight Council Executive member for public health, public protection and PFI, Councillor Phil Jordan said:

"We are very interested to know the views of the public about this proposal which forms part of our commitment to ensure that, with risks set to increase in the future, it is important to develop our priorities for future risk reduction for the Isle of Wight's coastal communities.

"It is important that people in the community have their say and are able to ask any questions during the consultation period so I would encourage the public to do so."

### Find out more and have your say

Two 'drop-in' roadshows will be held, one in Yarmouth, one in Cowes, for the public to attend, view the proposals and ask questions. Each will be held over an afternoon and early evening. The dates will be advertised soon on the [Coastal Wight Website](#).

You can download a copy of the Strategy and a Summary Report from the [Isle of Wight council Website](#) – and there is also an online questionnaire for you to submit your comments.

Alternatively please email: [coast@iow.gov.uk](mailto:coast@iow.gov.uk) or contact the Isle of Wight Council (Tel 01983 821000)

The closing date for responses to this consultation is 30 June 2016. Unfortunately no responses received after this date can be considered by the Council.

### The funding

Future coastal and flood defence schemes will be developed within the government's 'Partnership funding' system, which combines public and private funding contributions.

In February 2015 public workshops were held which shaped the early development of the Strategy. Since then, the work has been developed based on the latest national guidance, and the Draft Strategy has now been published for a three-month period of public consultation in Spring 2016.

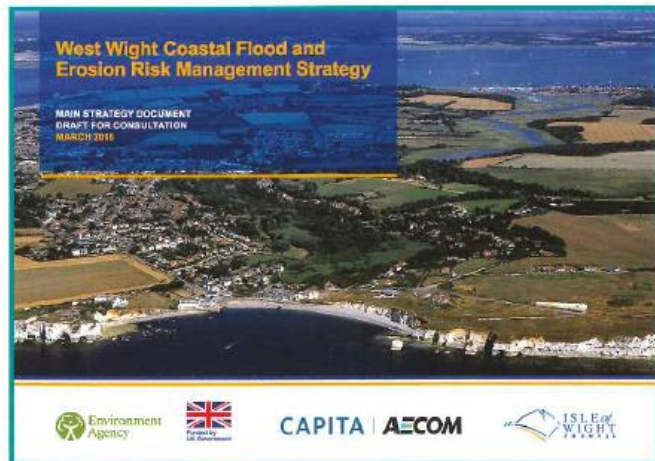
Image: © Isle of Wight Council

Courtesy of On the Wight website, 1<sup>st</sup> April 2016

## West Wight Coastal Strategy

The draft 'West Wight Coastal Flood and Erosion Risk Management Strategy' recommends the preferred approaches needed to reduce or adapt to future coastal flood and erosion risks for an 84km frontage of the Isle of Wight coast from Freshwater Bay to East Cowes. This includes the towns of Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell, Newport Harbour, and surrounding areas. The Strategy includes proposals for future priority schemes, and examines how they could be funded.

In February 2015 public workshops were held, which shaped the early development of the Strategy. Since then, the work has been developed based on the latest national guidance; the Draft Strategy was published for a three-month period of public consultation in Spring 2016. Two consultation roadshows were held in May 2016.



With all of the interacting and competing pressures on the coastline, the primary objective of the Strategy is to reduce the risk of coastal flooding and erosion to people, the developed and natural environment. Without actively implementing measures to manage these risks in robust and strategic ways, there will be over 4,000 people and 1,500 properties at increased risk by 2115. Six Strategy Management Zones (SMZs) were developed in order to appraise strategic level management options. These strategic options were then examined against technical, economic, social and environmental criteria. The preferred options for consultation were chosen on the basis of this evaluation.

Following the evaluation and incorporation of stakeholder and public feedback the Strategy will be finalised. The Strategy and business case for the preferred options will then be put forward for formal adoption by the Isle of Wight Council and approval by the Environment Agency. For more information please visit <http://www.coastalwight.gov.uk/WWStrategy.htm>.

[www.solentforum.org](http://www.solentforum.org)

Courtesy of Solent Forum, Solent News, Issue 40: Summer 2016

### Current Consultations

- The Isle of Wight Council and the Environment Agency have developed a Coastal Strategy for the West Wight shoreline, which has now been published for a three-month period of public consultation. The consultation began on 31st March 2016 and closes on **30th June 2016**. The West Wight Coastal Strategy reports are available online at [www.coastalwight.gov.uk](http://www.coastalwight.gov.uk) (or on [wight.com](http://wight.com)), including a summary report. An online questionnaire is also available to submit your comments.

The West Wight Coastal Strategy consultation was also featured in the Solent Forum Monthly E-news bulletins issued in:

- April 2016
- May 2016
- June 2016

## Consultation Roadshow Events, May 2016:-

11 May 2016 Last updated at 11:00

# Coastal strategy drop-in roadshows

Two public drop-in roadshows for the draft coastal strategy for the West Wight, are due to be held this month (20 and 24 May).

The roadshows are part of the current three month public consultation on a draft coastal strategy for the West Wight shoreline.

The coastline covered in the strategy includes the towns of Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell, as well as Newport Harbour, and surrounding areas.

The public consultation opened on 31 March and will run to 30 June 2016 and is an opportunity for people to learn about the proposals that have been put forward to manage future coastal flood and erosion risks to the West Wight shoreline.

Executive member for environment and local engagement, councillor Paul Fuller said: "We are keen to hear the views of the public about this proposal which forms part of our commitment to ensuring that the Island is a better and safer place.

"I would urge people to come along to the two roadshows to make sure that their views are heard and also to find out more about the proposed coastal strategy and priority schemes for the West Wight shoreline."

The drop-in roadshows have been arranged to explain the preferred approaches needed to reduce or adapt to future coastal risks and so that the public can ask questions and make comments that will be recorded and used to inform the strategy.

(continued below)



West wight coastal strategy roadshows announced

### Factfile

The public consultation on the West Wight coastal strategy ends on 30 June 2016.



Isle of Wight

**Drop-in roadshow dates**

- Friday 20 May, 2pm to 7pm, Yarmouth (Community Hall of Yarmouth and District, St James Street, Yarmouth, Isle of Wight, PO41 ONU).
- Tuesday 24 May, 2pm to 7pm, Cowes (New Holmwood Hotel, Queens Road, Egypt Point, Cowes, Isle of Wight, PO31 8BW)

**Find out more and have your say**

You can download a copy of the strategy and a summary report from the council's website - <https://www.iwight.com/consultations/> and there is also an online questionnaire for you to submit your comments. Alternatively please email: [coast@iow.gov.uk](mailto:coast@iow.gov.uk) or contact the Council, tel: (01983) 821000.

The closing date for responses to this consultation is 30 June 2016. Unfortunately no responses received after this date can be considered by the council.

Future coastal and flood defence schemes will be developed within the government's 'partnership funding' system, which combines public and private funding contributions.

In February 2015 public workshops were held which shaped the early development of the strategy. Since then, the work has been developed based on the latest national guidance, and the draft strategy has now been published for a three month period of public consultation in spring 2016.

Press Release, Isle of Wight Council, 11<sup>th</sup> May 2016

# Find out more about West Wight Coastal Strategy

By A County Press reporter

Thursday, May 12, 2016



Islanders can take part in a consultation on the West Wight Coastal Strategy.  
Picture by Jennifer Burton.

**ISLANDERS** will be able to have their say on the future of the West Wight coast at two drop in events later this month.

The three month Isle of Wight Council West Wight Coastal Strategy launched in March and will end on June 30.

Islanders will be able find out about proposals for dealing with issues including flooding and erosion.

The drop in events will take place on Friday, May 20, at the Community Hall of Yarmouth and District in St James Street, and on Tuesday, May 24, at the New Holmwood Hotel, Queens Road, Cowes. Both events run from 2pm to 7pm.

You can see the report here

[West Wight Coastal Strategy March 2016](#) by [IWCPOnline](#)



## More News

**Drifting inflatables sparks call out for Ryde Rescue**

Tuesday, May 17, 2016

**New chief executive for Wightlink**

Monday, May 16, 2016

**Isle of Wight Festival tickets unclaimed at Wolverton Folk and Blues Fair's raffle**

Monday, May 16, 2016

**Celebrations recall Medway Queen Club's hey day**

Monday, May 16, 2016

**Man with whining dog allegedly thrown off Southern Vectis bus**

Monday, May 16, 2016

**Fight for the Wight: Cowes joins the fight for funding**

Monday, May 16, 2016

**Police called to suspected burglary in Cowes**

Monday, May 16, 2016

**Mental Health Awareness Week: All welcome at St Mary's Hospital event**

Monday, May 16, 2016

**Walk the Wight 2016: Pictures, tweets, video and more**

Sunday, May 15, 2016

**Yacht towed to safety in Cowes**

Sunday, May 15, 2016

1 - ~~2~~ - ~~3~~ - ~~4~~

Courtesy of the Isle of Wight County Press website, 12<sup>th</sup> May 2016

## Drop in on coastal events

ISLANDERS will be able to have their say on the future of the West Wight coast at two drop-in events.

The three-month West Wight Coastal Strategy was launched in March and will end on June 30.

Islanders will be able find out about proposals for dealing with issues, including flooding and erosion.

The events will take place today (Friday) at the Community Hall of Yarmouth and District, in St James's Street, and on Tuesday at the New Holmwood Hotel, Queen's Road, Cowes. Both events run from 2pm to 7pm.

You can download the strategy and a summary report at [www.iwight.com/consultations](http://www.iwight.com/consultations)

Courtesy of the Isle of Wight County Press newspaper, 20<sup>th</sup> May 2016

## Coastal Strategy Roadshow Comes To Cowes

Share

1



### A coastal strategy roadshow will be in Cowes tomorrow (Tuesday).

The public consultation on coastal strategy for the West Wight, Cowes, East Cowes and Newport opened on 31st March and runs until the end of June.

Proposals have been put forward to manage future coastal flood and erosion risks to the area and the roadshow will explain those proposals and ask for comments.

Councillor Paul Fuller, Executive member

for environment and local engagement, said:

"We are keen to hear the views of the public about this proposal which forms part of our commitment to ensuring that the Island is a better and safer place.

"I would urge people to come along to the roadshows to make sure that their views are heard and also to find out more about the proposed coastal strategy and priority schemes for the West Wight shoreline."

The roadshow will visit the New Holmwood Hotel on Cowes seafront from 2pm until 7pm.

Courtesy of Isle of Wight Radio website, 23<sup>rd</sup> May 2016



## **Appendix 3:**

### **Questionnaire for responses during the 3-month Public Consultation, Spring 2016**

(Available online and on paper)

# West Wight Coastal Flood and Erosion Risk Management Strategy

## Public consultation questionnaire (Spring 2016)

### 1 Please tell us the nature of your interest in the strategy?

- I am a resident                       I am from an organisation/business                       I am a visitor/tourist



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### 2 From the map above, which area(s) of the strategy coastline is/are of most interest to you?

*(Please tick all that apply)*

- SMZ 1       SMZ 2       SMZ 3       SMZ 4       SMZ 5       SMZ 6

### 3 How did you hear about the public consultations for this strategy? *(Please tick all that apply)*

- Website                       Local newspaper                       Letter/Email  
 Poster                       Facebook/Twitter                       Other *(please specify)*

### 4 Did you attend the public exhibitions/workshops for this strategy back in February 2015?

- Yes                       No

**5 Do you believe there is a need to reduce the risk of flooding and erosion along the strategy coastline?**

Yes       No       Don't know

**6 Has your property been flooded by the sea in the past?**

Yes       No       Don't know

**7 When using the coastline(s), which of the following is/are important to you? (Please tick all that apply)**

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Access to the shore | <input type="checkbox"/> Footpaths           | <input type="checkbox"/> Tourism businesses           |
| <input type="checkbox"/> Bird watching       | <input type="checkbox"/> Marine businesses   | <input type="checkbox"/> Water sports                 |
| <input type="checkbox"/> Cycle access        | <input type="checkbox"/> Natural open spaces | <input type="checkbox"/> Wildlife/Habitat enhancement |
| <input type="checkbox"/> Dog walking         | <input type="checkbox"/> Seating areas       | <input type="checkbox"/> Other (please specify)       |

**Proposed strategic options**

**8 Do you support the proposed strategic options to manage coastal flood and erosion risk in the areas that are relevant to you?**

	Yes	No	Don't know
<b>Zone 1: Needles Headland (unit 1)</b> Fort Redoubt to Headon Warren	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Zone 2: Totland and Colwell Bays (units 2 to 7)</b> Totland Bay (southern limit) to Fort Victoria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Zone 3: Yarmouth and the Western Yar (units 8 to 17)</b> Yarmouth coast (Fort Victoria to Port la Salle) and the Western Yar valley (including Freshwater Bay).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Zone 4: Newtown coast (units 18 to 20)</b> Bouldnor Cliff to Thorness Bay	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Zone 5: Cowes and Gurnard headland (units 21 to 23)</b> Gurnard Luck to Cowes Parade	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Zone 6: Cowes, East Cowes and the Medina (units 24 to 32)</b> Cowes Parade to Old Castle Point (including Newport Harbour)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**9 Are you in support of the strategy being taken forward to guide coastal flood and erosion risk management over on the Isle of Wight for the next 100 years?**

Yes       No       Don't know

**10 Is there any key information that you think the strategy has not addressed?**

Yes       No

If yes, please include details in the space below.

## Contribution towards future projects

---

**11 If a coastal scheme is proposed for your area, would you be willing to make a contribution towards the project to help ensure its delivery in the future?**

- Yes       No       Don't know

**12 If yes, in what form would you be willing to contribute?** *(Please tick all that apply)*

- |  |  |
|--|--|
| <input type="checkbox"/> Financial contribution          | <input type="checkbox"/> Local knowledge/Sharing experience              |
| <input type="checkbox"/> Photographs                     | <input type="checkbox"/> Coordinating a community financial contribution |
| <input type="checkbox"/> Support in operation/deployment | <input type="checkbox"/> Other <i>(please specify)</i>                   |

**13 Please add any further comments you have in the box below.**

## About you

---

**14 If you would like to provide us with your contact details, please leave them below.**

Name	<input type="text"/>
Organisation	<input type="text"/>
Address	<input type="text"/>
Email	<input type="text"/>
Telephone	<input type="text"/>

**15 Which of these age groups do you belong to?**

<input type="checkbox"/> Under 16	<input type="checkbox"/> 35 to 44	<input type="checkbox"/> 65 to 74
<input type="checkbox"/> 16 to 24	<input type="checkbox"/> 45 to 54	<input type="checkbox"/> 75 and over
<input type="checkbox"/> 25 to 34	<input type="checkbox"/> 55 to 64	<input type="checkbox"/> Prefer not to say

**16 Please tell us if you consider yourself to have a disability, or a long-term illness, physical or mental health conditions.**

*(The Disability Discrimination Act 1995 and the Equality Act 2010 define a person as disabled if they have a physical or mental impairment, which has a substantial and long term effect (ie, has lasted or is expected to last at least 12 months) and has an adverse effect on the person's ability to carry out normal day-to-day activities).*

Yes       No       Prefer not to say

## Thank you

---

Thank you for completing this questionnaire, your feedback is very much appreciated.

## **Appendix 4:**

### **Display Panels, for Public Consultation on the Draft Strategy, Spring 2016**

The following display panels were used at the public consultation Roadshow events in Spring 2016, alongside providing copies of the Main Report, Summary Report, Appendices, and Questionnaires for responses, and extensive discussions with the project team.

# Introduction and background

## West Wight Coastal Flood and Erosion Risk Management Strategy

The Isle of Wight Council (IWC) and the Environment Agency with Capita | AECOM engineering consultants have developed a Coastal Flood and Erosion Risk Management Strategy.

The West Wight Coastal Flood and Erosion Risk Management Strategy recommends the preferred strategic approaches for managing coastal flood and erosion risk for an 84km frontage of the Isle of Wight coast running from Freshwater Bay clockwise round to Old Castle Point, East Cowes (see map below).

**WITH THE MAJORITY OF COMMUNITIES AND FEATURES OF INTEREST SITUATED AROUND THE COASTLINE, COASTAL FLOOD AND EROSION PRESENTS A SIGNIFICANT RISK. WITHOUT ACTIVELY IMPLEMENTING MEASURES TO MANAGE THESE RISKS IN ROBUST AND STRATEGIC WAYS, THERE WILL BE OVER 4,000 PEOPLE AND 1,500 PROPERTIES AT INCREASED RISK BY 2115.**

The Strategy frontage features a wide variety of natural, rural and urban landscapes. The frontage includes sheltered estuarine environments of the Western Yar, Newtown estuary and the Medina, the bays of Freshwater, Totland, Colwell, Thomess and Gurnard, the headlands around Cowes, and then the more rugged exposed open coast around the Needles.

Three of the Island's largest urban areas are within the Strategy frontage; Cowes, East Cowes and Newport (key employment centres).

The Strategy frontage is home to a rich variety of important habitats and species and has a wealth of internationally, nationally and

locally important nature conservation sites along the majority of its coast and coastal waters.

In a planning context the Isle of Wight is unique, being an island with a large proportion of environmental designations, a coastal and maritime economy, and a fundamental reliance on ferry ports and coastal roads as its key strategic transport links. With such a diverse coastline and range of facilities, tourism is a key industry for the Isle of Wight.

There is a wide range of existing coastal defences around the West Wight frontage which help prevent erosion and reduce flood risk. However many of these aging defences were built in times of greater economic prosperity and the future maintenance or replacement of these structures provides a significant problem in these more challenging economic times. National 'Grant in Aid' funding is available to help fund defence works in the areas most at risk nationally. However the outcomes on which this public 'Grant in Aid' funding is calculated and administered are heavily focussed around protection of residential communities, rather than businesses, or to provide tourism or recreational benefits.

There is therefore a realisation that future public investment in defences will have to be rationalised and prioritised in key areas. However, as recognised in the development of the Strategy, there are significant opportunities to help pay for new defences through a partnership approach, a new approach to funding required by national government. For example, working with developers and the potential beneficiaries of future schemes to fund future defences, and contribute to broader outcomes for communities at risk.

This kind of approach will be key to the delivery of the Strategy.



# Why do we need the Strategy?

## The need for a strategic approach

The Strategy is needed to determine management options for future defence schemes and to help secure Government funding to contribute to their costs.

The Strategy is also required to manage flooding and erosion risks holistically. Without such an approach, it is likely that future coastal defence works would be managed on an 'ad-hoc' or reactive basis, which would lead to higher costs and a general increase in flood and erosion risk over time.

It is important to plan ahead, to understand how best to reduce and adapt to future coastal risks and to identify priorities.

## The coastal management hierarchy

To ensure the coastline is managed strategically, we operate a three-tiered approach to reducing flood and erosion risks, as demonstrated in the diagram below.

**Shoreline Management Plan (2010):** A Shoreline Management Plan (SMP) is a high-level document setting out a coordinated set of policies for the future management of the coastline. The SMP identifies areas where it is appropriate to 'Hold the line' of defences, and areas where the policy should be 'No active intervention' (i.e. do nothing), etc.

This Strategy falls within the boundary of the Isle of Wight Shoreline Management Plan (2010) which was approved by the Isle of Wight Council and the Environment Agency.

## What is the new Coastal Strategy?

Coastal Strategies sit at the next tier down in the hierarchy and it is the role of strategies to identify the appropriate 'scheme' or flood risk mitigation option for implementing the policies.

The Strategy assesses the impacts of implementing the policies which have been set by the SMP and recommends the most appropriate way of delivering them. It does this by looking at much smaller sections of shoreline in more detail than the SMP. Strategies plan and prioritise works for a stretch of coastline.

The Strategy examines when future works will be needed to reduce risks and how much they would cost. It seeks options and schemes that are affordable and appropriate, in line with the latest national guidance.

This West Wight Coastal Strategy includes proposals for future Priority Schemes and examines how they could be funded.

The Strategy recognises that funding is limited and also identifies areas where adaptation will be needed to future risks.

A range of actions by public bodies, private landowners and future developers can all contribute to reducing future coastal flooding and erosion risks.

This public consultation period is your chance to have your say on the Draft Strategy, and to contribute any information or funding ideas that could influence the proposals before they are finalised.

## What has changed since the SMP? (2010)

The government has brought in a new system for funding future flood and coastal defences known as 'partnership funding'. This means that most future flood and coastal defence schemes are likely to receive a proportion of national funding, rather than full funding, and those benefitting from schemes are encouraged to contribute to their costs.

The priority schemes identified by this Strategy for the West Wight coastline will need to be balanced against priorities elsewhere on the Isle of Wight. They will also have to compete against other schemes around the country that are also seeking government funding. Funding is prioritised based on risk. National 'Grant in Aid' funding is available to help fund defence works in the areas most at risk nationally.

This Coastal Strategy updates our understanding of what is at risk, and recommends how risks can be reduced.





# What is at risk if we do nothing?



Parts of the Strategy frontage are already defended, however the condition, standard of protection (against flooding and erosion) and remaining life of these defences is highly variable. It is important to understand what is at flood and erosion risk by identifying what happens if we 'Do Nothing'.

In essence, the 'Do Nothing' scenario represents a hypothetical situation whereby all existing defences are abandoned in terms of maintenance or repair, no additional protection works are carried out and nature takes its course. Adaptation to sea level rise or other climate change impacts are also not addressed.

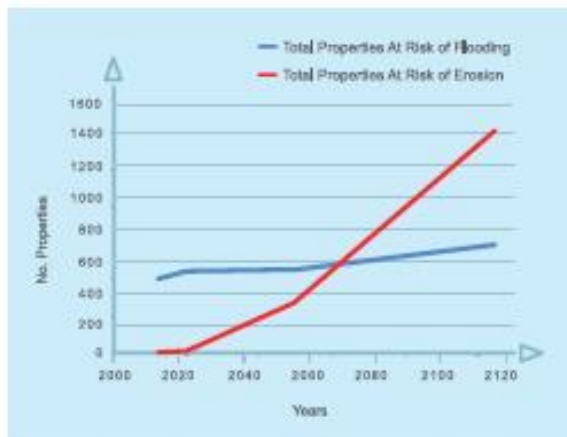
The properties, features, assets and key infrastructure that are in need of protection over the next 100 years are therefore identified and valued. The different options to manage the risks can then be compared and developed.

	Time Horizons			
	2015	2025	2055	2115
Residential properties (flood risk)	202	225	244	359
Commercial properties (flood risk)	276	306	316	336
<b>Total properties at risk of flooding</b>	<b>478</b>	<b>531</b>	<b>560</b>	<b>695</b>
Total properties at risk of erosion (Residential and Commercial)	0	6	347	1404
<b>Total Value of Assets at Risk (£M each)</b>	<b>£87M</b>	<b>£116M</b>	<b>£227M</b>	<b>£472M</b>

Properties at risk of flooding and erosion over the coming century if we 'Do Nothing'. Based on 1,200 year (0.5% annual chance) flood event.

Many properties and features are at flood and erosion risk in the Strategy area. Even with the existing defences in place, future flood risk will increase significantly due to climate change and rising sea levels. With the properties spread out along a long coastline, rather than in one small area, it means they would be relatively expensive to protect.

The Strategy has incorporated the latest sea level rise projections. Following the latest guidelines, mean sea levels across the Strategy frontage are expected to increase by approximately 75cm over the coming century.



Increasing number of properties at risk of flooding and erosion over time



# A summary of the Strategy results

## Overview

A rigorous option appraisal process has ensured that the preferred options recommended are technically robust, economically sound and environmentally sustainable. However, a number of the preferred options will require external funding contributions.



Totland Bay

## Prioritising schemes

The Strategy has assessed whether the Isle of Wight communities in this area would be eligible for national government funding to replace or upgrade their coastal defences in the future.

The intention is to protect as many people and properties as possible. However, with limited national government Grant in Aid (GiA) funding available, a lack of significant external funding contributions currently identified, and the general budgetary constraints faced by Local Authorities, investment in coastal defences, particularly in the short term, has to be **carefully prioritised**. This can include focusing limited resources on the locations where most people and property are at risk. Another distinctive feature of the island is coastal roads at risk, some of which provide access not only to properties in the immediate vicinity, but also to much wider communities beyond. There are many competing priorities on the Isle of Wight, where the coast is so important. The Strategy presents the preferred options for managing the flood and erosion risks based on what is needed, but being realistic in terms of what is likely to be both deliverable and affordable.

Priority schemes have been identified to reduce the immediate flood risk in Cowes, East Cowes and Yarmouth where the majority of people, properties and assets are at risk. Two future coastal schemes have also been identified to sustain the strategic Yarmouth-Bouldnor road and communities and to minimise the risk of erosion and landslide reactivation along the Cowes-Gumard headland. Details of these schemes can be found on the following boards.

## Phasing works over time based on risk

Tidal flood, coastal erosion and landslide risks are expected to develop / increase over time along the Strategy frontage. Therefore, the preferred options of the Strategy have been phased over time to address the risks as they develop, depending on risk triggers and the economic case to implement schemes.

## Adapting to future risks

In other areas, the phased approach provides a mechanism for allowing for adaptation and changing responses to risks. For example at Totland there is currently no significant GiA or private funding available to maintain or rebuild the sea wall or install cliff drainage systems. The short term management proposed is therefore to maximise the life of the existing defence (with the limited maintenance funding available) and to maintain coastal access for as long as possible. However, there is the realisation that without significant private contributions, in the near future the funds required to replace the defences are not available. A longer term plan which is focused on adaptation and even relocation, supported by the planning process and a Coastal Change Management Area Plan, will need to be implemented.

The Strategy also identifies several areas where community led local level flood resistance and resilience measures, such as property level protection, could be implemented to address local flood risk issues.

## Links with the planning process and redevelopment

In the larger urban areas such as West Cowes, East Cowes, Newport and Yarmouth, redevelopment and regeneration will need to play an integral role in defence improvements and providing contributions to ensure the continued prosperity of these areas. By incorporating new defences in development areas into wider defence schemes it will help reduce the current funding gap between what is needed, and what can currently be afforded from GiA and ensure broader outcomes are delivered. The planning process will also be an essential mechanism to support adaptation. Inappropriate development in risk areas should be avoided to ensure that additional assets or populations are not placed at risk of future erosion or flooding. There may also be opportunities for appropriate or time-limited land uses in such areas.



View towards Cowes from across the Medina

## Conclusion

As sea levels rise in the future, and existing defences reach the end of their life, new coastal defences will be required where the benefits and outcomes justify investment. Not all areas defended in the past can be defended in the future. The Strategy recommends a phased programme of future works and identifies priority schemes. Given issues of affordability, delivering flood defences through a 'partnership' approach to funding will be essential. This needs to be built into the Isle of Wight Council planning processes, and into the thinking of those in areas at risk.



# Funding and contributions

## How will future management be funded?

The Isle of Wight benefits from a long coastline and a legacy of past coastal defences. However, the wide range of communities at risk presents a challenge when trying to reduce and prioritise coastal risks in the future. Many of the seawalls and seafront promenades on West Wight have been constructed over many decades (through the past century) for a variety of reasons (sometimes for flood or coastal defence, others for amenity use, or road access for residents, or use by businesses, or footpaths, or private defences). The flood and coastal defence function alone is often not enough to secure their future. As these coastal structures age, risks increase, and rising sea levels place new areas at risk, which could also benefit from defences.

The West Wight Strategy has updated our understanding of the properties at risk along the coastline, examined how much it would cost to defend them (where appropriate) and assessed what funding sources would be required to take forward the priority schemes. It has also identified areas where adaptation to coastal risks will be required.



View looking South over Yarmouth and Western Yar Valley

Until recently, gaining public funding for coastal defences was an all or nothing process. If a scheme was deemed worthy (in terms of the economic benefits it delivered) it would gain Environment Agency approval and would receive 100% public grant funding. Other schemes which were still viable, but were less economically beneficial, would fail to gain approval and would receive no funding. With a finite pot of money available to pay for schemes, it meant that some key defences were not being constructed.

In recent years (and since the Isle of Wight Shoreline Management Plan was produced) there has been a change in national approach to the way coastal defences get funding. The new system, referred to as 'Partnership Funding' encourages those benefiting from defence schemes to contribute to their cost. The principle is to use local funding sources to supplement national grants.

Although the worthiest schemes can still gain approval for 100% public funding (Grant in Aid), most schemes do not reach this threshold, and schemes with an external contribution are prioritised to attract public monies.

The outcomes against which potential national Grant in Aid funding for schemes is judged are focussed around protecting:

- Residential properties (rather than commercial properties or businesses)
- Protecting more deprived communities
- Environmental mitigation and enhancement

For example, if a scheme moves a large number of residents in highly deprived areas out of significant flood risk, this is likely to enhance and prioritise the case for the scheme to attract public Grant in Aid funding. It will therefore propel the scheme 'up the ladder' in the bid for public funding. Also, areas with properties at current and short term risk are given more priority than areas where the risk is long term.

## What do we want from you?

The Strategy recommends economically sound preferred strategic approaches to managing flood and erosion risk. There are several different initial schemes required under the Strategy and these will need to be funded through a partnership approach, with local contributions supplementing national Grant in Aid monies public funding to make up the funding shortfall and ensure that the defences get built.

Having estimated the cost of undertaking each scheme within the Strategy, mechanisms to secure funding streams and contributions can be developed. Such contributions can come from:

- Directly through developers – e.g. land raising or a new frontline structure through redevelopment
- Potential beneficiaries of the schemes – private individuals or businesses
- Public funding - Council monies
- Contributions from developers, e.g. Section 106 monies and the Community Infrastructure Levy
- Local Enterprise Partnership
- Monies collected by local communities
- Town and Parish Councils
- Other external sources
- Offering access, land or assistance

Within the Strategy the timing of schemes has been largely based upon the timing of flood and erosion risk over the next century. As risk increases over time a number of schemes are planned in the short and medium term. However, in some cases it may be possible to fast track schemes and bring them forward in time if contributions can be secured.



High tide at Colwell Bay



# Priority Schemes

During the development of the Strategy, the areas with the most significant flood risk and with the greatest need of additional coastal defence structures within the next 10 years were identified. These are termed the 'priority schemes'. In addition, areas with significant risk where schemes are required from 15 years' time ('epoch 2' schemes) are also highlighted.

The priority schemes to reduce the immediate flood risk are focussed in Cowes, East Cowes and Yarmouth where the majority of people, properties and assets are at risk. Here the existing defences are relatively low and there is significant tidal flood risk in certain areas from the present time. In the absence of available national 'Grant in Aid' funding for a more permanent scheme (which is not currently affordable), *Temporary Flood Barriers* and *Property Level Protection* have therefore been recommended to reduce the risks and impacts of tidal flooding. This approach provides time to generate the required funds for a more substantial scheme or to consider alternative community adaptation plans.

In Cowes and East Cowes a scheme has been developed that proposes the use of Temporary Flood Barriers in four locations.

To ensure funding efficiencies this scheme has been grouped with a similar scheme proposed for Yarmouth which also uses Temporary Flood Barriers.

Alongside the Temporary Flood Barriers, another scheme has been identified which proposes 'Property Level Protection' in several additional locations in Cowes and East Cowes.

Temporary Flood Barriers (e.g. plastic or metal barriers) would only be deployed in times of need, linked to a flood warning system. Elsewhere, Property Level Protection measures (e.g. door flood defenders) would be assessed and applied to individual properties to reduce the risk or impact of flooding. Property Level Protection and Temporary Flood Barrier schemes typically provide a 1 in 75 year flood event standard of protection.

These priority schemes have been assessed at a strategic level, to estimate the likelihood of the schemes receiving national Grant in Aid monies to help pay for their delivery. The potential funding shortfalls have also been estimated, with contributions from other funding sources needed to meet these.



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# Priority Schemes – first ten years

## Cowes Temporary Flood Barriers (areas A, B, C & D) and Yarmouth Temporary Flood Barriers (see purple areas on the maps):

Cowes (SMZ6a) and Yarmouth (SMZ3a) are at significant risk of flooding over the next century. In Cowes and East Cowes, by 2115, 423 properties are expected to be at risk of flooding during a 1:200 year flood event whereas in Yarmouth 77 properties are expected to be at risk. To reduce the risk in Cowes and East Cowes it is proposed that temporary flood barriers are supplied in four areas (A,B,C & D) before 2025. This scheme would benefit approximately 63 residential properties. In Yarmouth it is proposed that temporary flood barriers are also supplied before 2025, benefiting approximately 12 residential properties. Both schemes assume a 20 year design life.

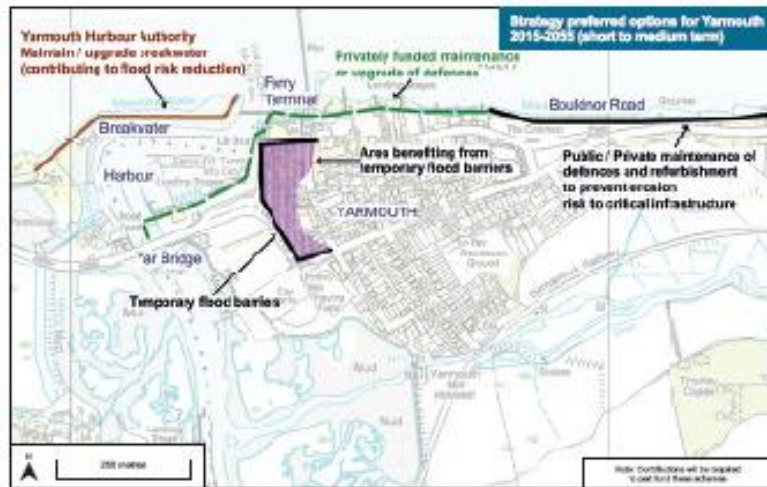
This scheme would also benefit commercial properties and businesses within the temporary barrier areas. The partnership funding score for this scheme is 84% (out of 100) and therefore a local contribution would be required for this scheme to go ahead.

## Cowes and East Cowes Property Level Protection areas (areas A, B & C –see green areas on the map):

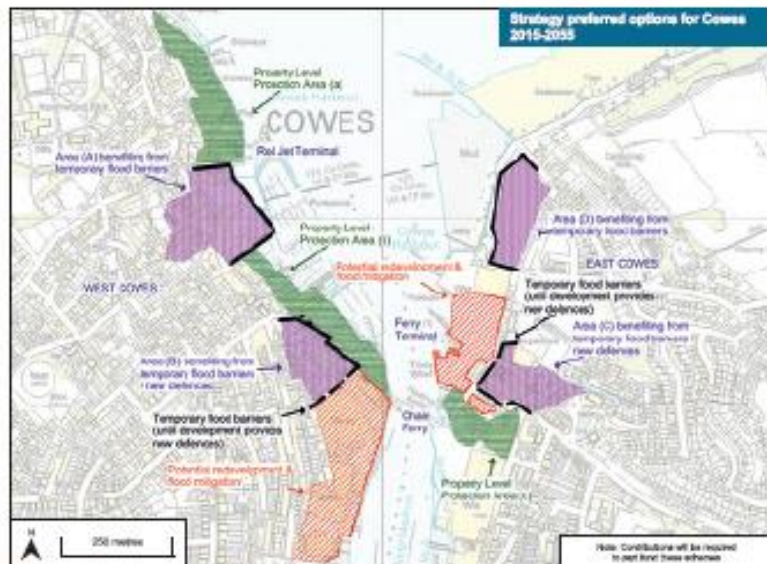
To reduce the risk in Cowes and East Cowes it is proposed Property Level Protection for residential properties is supplied before 2025 (scheme assumes a 20 year design life). This scheme would benefit approximately 34 residential properties. The partnership funding score for this scheme is 66% (out of 100) and therefore a local contribution would be required for this scheme to go ahead.

Together these two schemes would cost just over £1million, of which approximately £200,000 would be needed as an external (or local) contribution.

Further details on the schemes are presented in the accompanying table and maps.



Map showing preferred options for Yarmouth the short to medium term (up to 2025)  
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Short to medium term preferred options for Cowes  
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## Summary of priority schemes

Scheme	SMZ ODU number	Capital cost (£)	Maintenance cost (£)	Benefit-Cost calculation	No. of residential properties benefiting	Partnership Funding score	Funding shortfall (£)	Potential OIA amount (£) assuming contributions to achieve 100%
Cowes and East Cowes property level protection (ABC)	6a / W04, W25, W01	£267,200	£32,600	6.5	34	66%	£91,100	£178,200
Combined temporary barriers scheme: Cowes and East Cowes temporary barriers (ABCD) and Yarmouth temporary barriers	6a and 3a / W16, W25, W01	£773,800	£151,100	12.3	75	84%	£126,200	£647,600

Assumptions - appraisal period is 75 years  
 Average indicative numbers over the whole life of the schemes



# Looking further ahead...

**Epoch 2 schemes (aspirational from now and 2025 onwards)**  
 In addition to the priority schemes there are other schemes which have been identified to be required early in epoch 2 (from 15 years' time). Due to funding limitations and affordability, the planned implementation of these schemes depends on whether the necessary contributions/additional funding can be acquired. These key schemes are likely to gain a proportion of national Grant in Aid funding, but significant contributions will also be required. The following scheme descriptions assume that the schemes will be implemented from 15 years' time onwards, although it must be remembered that the funding case for the schemes is based on the current funding system that is likely to change in the future. The schemes identified for epoch 2 are:

**Cowes to Gurnard seawall refurbishment:**

Cowes to Gurnard (SMZ5b) is at significant risk of erosion over the next century. In this area 269 properties are expected to be at risk of erosion over the next 100 years. Additionally, there are another 250 properties (approximately) at risk over the next 100 years because they are within the area of potential landslide reactivation under the developed coastal slopes. There is also local flood risk along the esplanade when overtopping occurs in very high tide events, temporarily affecting access along the esplanade. However, the majority of risk to properties is from erosion and landslide reactivation. To reduce the risk it is proposed the existing seawall is refurbished at its current height when it reaches the end of its

residual life (between 2025 and 2055). It is estimated this scheme would benefit approximately 89 residential properties. The schemes assume a 20 year design life. To refurbish the Cowes-Gurnard seawall at its current height is estimated to cost approximately £2.8million, of which just under half would be needed as an external contribution. To increase the height of the seawall would cost a lot more. This scheme has a partnership funding score of 52% (out of 100) and local contributions will be required for this scheme to go ahead.

**Yarmouth to Bouldnor Road seawall refurbishment:**

Bouldnor Road, along the Yarmouth Coast (SMZ 3a) is at significant risk of erosion over the next century. If the existing seawall fails, it is predicted that in the short to medium term the Bouldnor Road would then have to be closed due to erosion resulting in collapses in the embankment, severing an important strategic transport link on the Island and affecting local properties in the area. The preferred strategic option is to maintain and refurbish the wall in front of the road (810 metres) at the end of its residual life (between 2025 and 2055). The schemes assume a 20 year design life. To strengthen the seawall fronting the Yarmouth-Bouldnor road (at its current height) would cost approximately £1million, of which approximately £300,000 would be needed as an external contribution. The refurbishment scheme has a partnership funding score of 75% (out of 100) and local contributions will be required for this scheme to go ahead.

**Summary of epoch 2 schemes**

Scheme	SMZ ODU number	Capital cost (£)	Maintenance cost (£)	Benefit-Cost calculation	No. of residential properties benefiting	Partnership Funding score	Funding shortfall (£)	Potential GIA amount (£) assuming contributions to achieve 100%
Gurnard to Cowes refurbishment	5b / W23	£2,800,000	£240,000	5.9	89	52%	£1,345,700	£1,454,300
Yarmouth-Bouldnor road refurbishment	3a / W17	£1,150,000	£78,000	13.5	8	75%	£291,000	£868,000

Assumptions – appraisal period is 20 years  
 Average indicative numbers over the whole life of the scheme



Road between Yarmouth and Shalfleet



View east along Gurnard Bay Esplanade



# What next?

## What do we want from you?

Engagement and feedback from key stakeholders and the public forms a vital part of shaping the final Strategy. We want to hear your views.

## Public consultation - Spring 2016

The Strategy is currently undergoing a three-month period of public consultation, which closes on **30th June 2016**.

During this time key stakeholders and the public are invited to review the proposals, attend exhibitions and to provide feedback on the Strategy. If you have ideas for future funding contributions, please do get in touch.

You can download a copy of the full **Draft Strategy** and the **Summary Booklet** online.

There is also an online **Questionnaire** provided for you to submit your comments.

A series of ten Appendices are also available containing further information.

Please visit the website [www.coastalwight.gov.uk](http://www.coastalwight.gov.uk) or the Isle of Wight Council's website [www.iwight.com](http://www.iwight.com), for all the information.

## Finalising the Strategy, and the way forward

Following this public consultation period, the feedback will be carefully reviewed and the Strategy will be updated.

The Final Strategy will be published in full online. This will include a report on the outcome of this consultation.

The Coastal Strategy and a business case for the preferred options will then be put forward for formal adoption by the Isle of Wight Council and for national approval by the Environment Agency.

Following this the Strategy actions will be implemented, with commencement of the priority schemes over the coming few years. Each of the priority schemes will be developed in full detail, in consultation with the communities affected, and the funding will need to be secured.

## Contact us

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PO30 2QS

## Map of the Strategy area

This map shows the colour-coded units used to develop the Strategy. Information on each of these can be found on the following boards: Units 1 to 32 (clockwise) are grouped into zones (called 'SMZ', or Strategic Management Zones).



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**Area boards (x11) :-**

Adiitonally, Displays panels for each area were provided for every **Area** (SMZs 1, 2, 3a, 3b, 3c, 4, 5a, 5b, 6a, 6b & 6c) showing the detail of the preferred approaches as listed in Chapters 5 to 10 of the Main Report. These Area panels are shown in the Appendix 4 photos below.



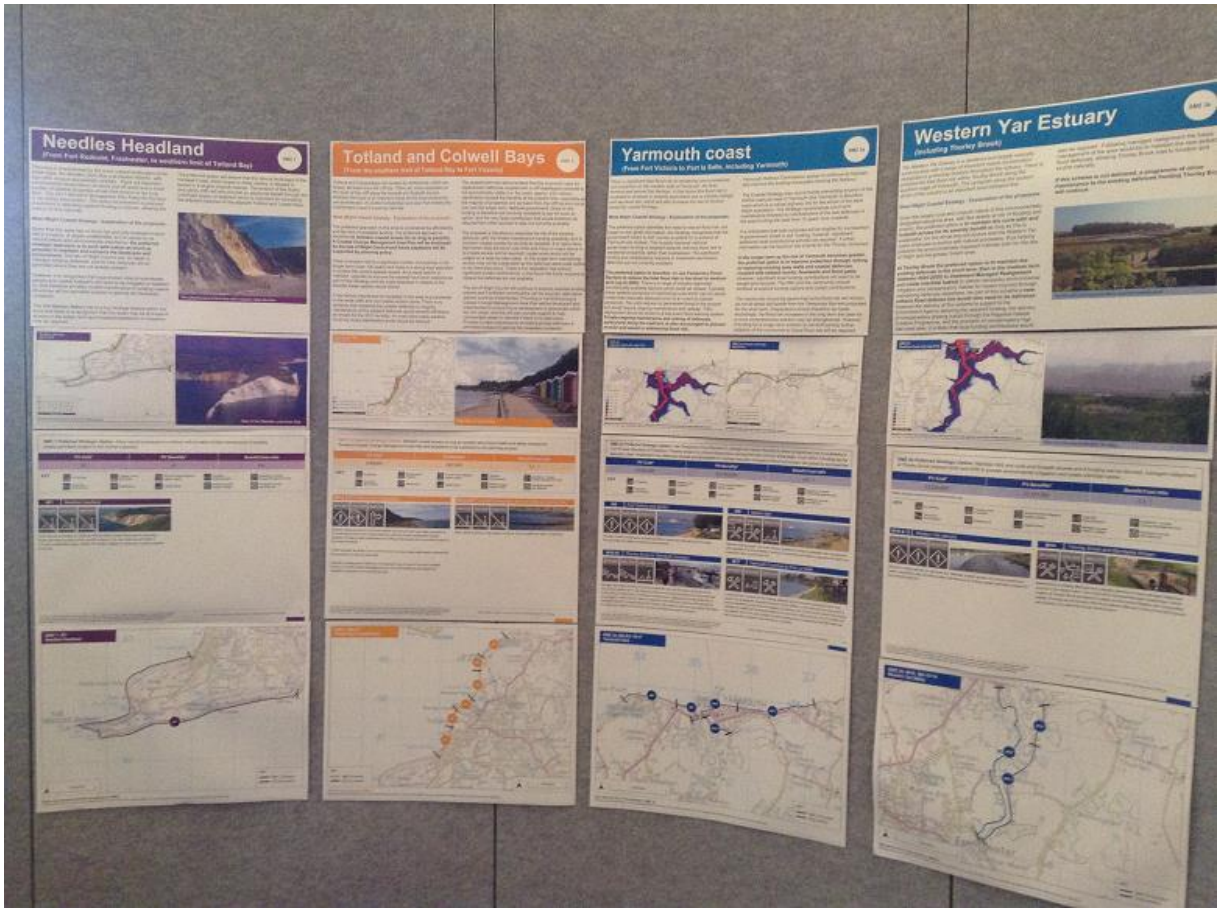
## Appendix 5:

### Photos, Public Consultation Events, Spring 2016

#### Drop-in roadshows:

- Yarmouth Community Hall, 20<sup>th</sup> May 2016
- Cowes, New Holmwood, 24<sup>th</sup> May 2016







Cowes, on Tuesday 24<sup>th</sup> May 2016.



Yarmouth, on Friday 20<sup>th</sup> May 2016.

## **Appendix 6:**

### **Consultation Responses and Replies**

Table of the Consultation Responses received on the Draft Strategy (Spring 2016), with replies and document amendments, for the completion of the Final Strategy (Autumn 2016).

## Appendix E (Stakeholder Engagement Feedback) – Appendix 6

Of the 83 responses received to the public consultation in Spring 2016, in addition to answering the yes/no questions in the Questionnaire with the percentage results outlined in the report above, some of the respondents submitted additional written comments. These are all collated and provided below, with replies and details of the action taken, explaining how the reports have been amended accordingly in the preparation of the Final Strategy.

	From:	Comment:	Reply and action taken:
1	Resident	<p>The main problem for me is operating a manual wheel chair with paving stones dislodged, adverse cambers, no road ramps and no walk boards on to sandy beaches with wheel chair access. Toilets are also an issue as they are needed for reduced bowel control typical in spinal cord injuries. The picture that has been used to advertise this scheme portrays Gurnard sea front with no disabled parking, with a picnic area inaccessible to wheel chairs. In Cowes at the bottom of Market hill you have a disabled parking spot never used, as the steepness of the slope makes this parking spot inaccessible to the walking disabled or un powered wheelchairs. It is clear the council has no understanding of the effects their decisions have on the disabled and suggest they invest in appropriate advisor that could complete an adequate impact assessment for the needs of the disabled.</p> <hr/> <p>Thank you for your email, I am particularly pleased to note that improvement to Cowes/ Gurnard sea wall defences are being planned. I would ask that consideration is taken to ensure wheelchair access along the costal path. The current adverse cambers make negotiating this path by wheelchair or rollator impossible. I strongly believe however, that due to the increase in tidal current along this stretch of coast, caused by the new parallel breakwater at the mouth of the river Medina, will make all attempts to protect the road and path certain to fail, as the water sweeps under the road causing subsidence. I wish you every success.</p> <hr/> <p>Please find attached 1986 pic of BHC flood to a height of 1.4 metres centre of on castle street opposite columbine works. and Cowes Gurnard most at risk from underground subsidence.</p>	<p>Thank you for your comments and the information submitted for consideration in the Strategy and relevant to future schemes.</p> <p>Further information on the priority schemes proposed was provided to this respondent during the consultation period.</p> <p>The Strategy supports the objective of considering coastal access when developing future proposals to reduce flood and erosion risks. Text has been added to the main report (Chapter 11 on the priority schemes) to clarify that:</p> <p><i>'The future design of new schemes should identify opportunities to improve accessibility when designing works, e.g. if ground surface adaptations are required to enable temporary flood barriers to be deployed, or during seawall strengthening.'</i></p> <p>Details of these accessibility concerns have also been passed to IWC teams for consideration in their highways, coastal maintenance, beach management and rights of way workprogrammes.</p>
2	Resident	<p>Many thanks for this [information] and, particularly, for remembering. Much appreciated.</p>	<p>No change to the reports required.</p>
3	Marine Management Organisation	<p>Thank you for including the MMO in your recent consultation submission. The MMO will review your document and respond to you directly should a bespoke response be required. If you do not receive a bespoke response from us within your deadline, please consider the following information as the MMO's formal response.</p> <p><u>Response to your consultation:</u> The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England's marine area on behalf of the UK government. The MMO's delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing European grants.</p> <p><u>Marine Licensing</u> Activities taking place below the mean high water mark may require a <a href="#">marine licence</a> in accordance with the <a href="#">Marine and Coastal Access Act (MCAA) 2009</a>. Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. You can also apply to the MMO for consent under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts in England and parts of Wales. The MMO is also the authority responsible for processing and determining harbour orders in England, and for some ports in Wales, and for granting consent under various local Acts and orders regarding harbours. A wildlife licence is also required for activities that that would affect a UK or European protected marine species.</p> <p><u>Marine Planning</u> As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. Marine plans will inform and guide decision makers on development in marine and coastal areas. On 2 April 2014 the <a href="#">East Inshore and Offshore marine plans</a> were published, becoming a material consideration for public authorities with decision making functions. The East Inshore and East Offshore Marine Plans cover the coast and seas from Flamborough Head to Felixstowe. For further information on how to apply the East Inshore and Offshore Plans please visit our <a href="#">Marine Information System</a>. The MMO is currently in the process of developing marine plans for the South Inshore and Offshore Plan Areas and has a requirement to develop plans for the remaining 7 marine plan areas by 2021. Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to. For marine and coastal areas where a marine plan is not currently in place, we advise local authorities to refer to the <a href="#">Marine Policy Statement</a> for guidance on any planning activity that includes a section of coastline or tidal river. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the <a href="#">Marine and Coastal Access Act</a> and the UK Marine Policy Statement unless relevant considerations indicate otherwise. Local authorities may also wish to refer to our <a href="#">online guidance</a> and the</p>	<p>Comments noted. No change to the reports required.</p>

	From:	Comment:	Reply and action taken:
		<a href="#">Planning Advisory Service soundness self-assessment checklist.</a>	
4	Island Roads	Many thanks for your recent enquiry and attached draft submission. I can confirm receipt of such and will let you have Island Roads comments in due course.	No further comments received. No change to the reports required.
5a	Residents	<p>I was able to download and read the summary report for the West Wight Strategy, but unable to print it in a similar structured form.</p> <p>I was hoping you could help me better understand the more technical and financial aspects of the report relating to area W21 . . . Gurnard Marsh.</p> <p>The Report states that the PV cost would be £239,000, and the PV Benefit £1,637,000 giving a Benefit:cost Ratio of 6.8:1</p> <p>Can you tell me how the figure of £239,000 is arrived at. I am assuming it is the perceived cost of forming adequate sea defences ?</p> <p>Can you tell me how the figure of £1,637,000 is arrived at ?</p> <p>Can you tell me what the predicted sea level rise is over the next 100 years ?</p> <p>I apologise if the answers to these questions are covered in the full report but I was unable to locate them.</p> <p>I look forward to hearing from you.</p>	<p>An interim response was provided during consultation to answer these specific questions as follows:</p> <p><i>'In reply to your specific questions regarding the Strategy and Gurnard, I hope the following information is of assistance:</i></p> <p><i>'Can you tell me what the predicted sea level rise is over the next 100 years ?'</i>  <i>The sea level rise allowance in the Strategy, following the latest government guidance, is that mean sea levels across the Strategy frontage are anticipated to increase by approximately 75cm over the coming century.</i></p> <p><i>'The Report states that the PV cost would be £239,000, and the PV Benefit £1,637,000 giving a Benefit:cost Ratio of 6.8:1'</i>  <i>'Can you tell me how the figure of £239,000 is arrived at. I am assuming it is the perceived cost of forming adequate sea defences ?'</i>  <i>'Can you tell me how the figure of £1,637,000 is arrived at ?'</i>  <i>-The figures you have quoted from the Summary Booklet are the costs and benefits of the Preferred Option (i.e. the cost of adaptation, for Gurnard Luck), rather than the costs of building a defence structure. I can explain this further below.</i></p> <p><i>-The Preferred Option for zone 5a (Gurnard Luck) in the Draft Strategy is recommending 'privately funded community and property level flood resistance and resilience at Gurnard Luck (up to 2055). Private maintenance of existing assets is permitted (subject to the usual consents). In the longer term accept that flood risk will increase due to sea level rise but provide a Coastal Change Management Area (CCMA) Plan to support the No Active Intervention [Shoreline Management Plan] policy. Do Minimum (only addressing any health and safety concerns) along Gurnard Cliff.'</i></p> <p><i>Therefore the figure you quoted is the cost of the property level protection (adaptation) measures recommended for the properties at most risk, plus a small amount for the cost of developing the CCMA plan.</i></p> <p><i>-Two other examples of how this preferred option cost is built up may be of assistance, by way of comparison:</i>  <i>-Firstly, in another location, it could include an allowance per year (based on past maintenance costs) of the cost of maintenance of an existing seawall structure over the next 100 years, plus a capital 'refurbishment' cost (i.e. the cost of making a more substantial repair) at the point in time when it is needed, e.g. in 20 years' time (i.e. when the existing structure has deteriorated beyond the point at which minor maintenance can sustain it).</i>  <i>-In a second location, the preferred option could be for the capital cost of provision of a set of 'Temporary Flood Barriers' due to last for 20 years, plus the cost of replacement of the temporary barriers after 20 years (for use for another 20 years), with associated ongoing maintenance costs, etc.</i>  <i>-This way, you start to build up the <u>total</u> cost of the preferred option over 100 years, not just the cost of any initial work.</i>  <i>-The figure of the 'Benefits' that you quoted above (listed alongside the cost) is the value of the damage avoided by implementing the preferred option over 100 years (so it is often less than the total value of all the property at risk, as not all damage can be avoided, or the measures may be designed to last 20 years, for example, out of the 100 years).</i>  <i>-An additional point it may be useful to note is that the <b>cost</b> of the preferred options does not differentiate between who pays, it is a total cost for the option over 100 years, to understand the complete picture (i.e. how much money/investment may be required from either public, private or other sources, for risks to be reduced, so decisions can be made on what is affordable (and different options compared).</i>  <i>-In practice, as there are both public and private owners of existing defences, maintenance may be being carried out at either public or private expense by the owner.</i>  <i>-Similarly, for future 'Schemes' proposed to reduce flood and coastal risks, these are now required to be developed at a combination of national and local expense, in line with the government's new 'Partnership Funding' framework. This system encourages those benefitting from Schemes to contribute to their cost. It promotes the use of local sources of money to supplement national government grants. Contributors could include residents, businesses, developers, Local Authorities, Town and Parish Councils, Local Enterprise Partnership, community groups, etc.</i>  <i>-I also wanted to clarify that the costs and benefits you quoted are listed as 'Present Value' costs. This is a standard national system for the economic calculations that we have to use for this type of work. 'Present Value' describes the whole life costs and benefits of the option, spread over the next 100 years and including a discount factor (providing the current worth of future sums of money). The undiscounted cash costs of the options will exceed the PV values presented.</i>  <i>-Further detail on the different options considered and the costs of the preferred options can be found in Appendix J of the Strategy on 'Option Development and Appraisal', including pages 65-67 and page 107 table. Further details on</i></p>

	From:	Comment:	Reply and action taken:
			<p><i>the Economics can be found in Appendix F. All the reports are available <a href="#">here</a>.</i></p> <p><i>For Gurnard Luck, due to the combination of tidal flood risk, fluvial flood risk and coastal erosion risk to Gurnard Luck, with risks from all directions, and it not being possible to prevent all these risks, the Strategy therefore looks at how to implement the 2011 Shoreline Management Plan policies (for 20, 50 and 100 years). The SMP policy was 'Hold the Line' in the short term (and it noted that this would need to be at private expense, if people wished to, due to the aspirations of the community to do so), then the SMP policy transfers to 'No Active Intervention' in the medium and long term, acknowledging the increasing risks and the need to adapt to them, and the steps the community is already taking to do so. Private owners can choose to maintain their own existing defences at their current height under a NAI policy, but no public funding would be spent on constructing new defences.</i></p> <p>[Extract of text for SMZ5a from the Draft Strategy - Main Report was quoted]</p> <p><i>As the West Wight Coastal Strategy explains, future risks present a challenging picture for the Island, which benefits from a legacy of past defences and seawalls built for many different reasons (perhaps access, amenity, business or tourism use, not just for coastal defence) and now the coastal or flood defence element alone is not enough to secure their future. Not all current structures can be maintained or replaced. Equally, building new flood defences for areas (including several town centres) becoming at risk of flooding due to rising sea levels is equally challenging, especially as national funding is targeted towards residential properties rather than to shops or businesses.</i></p> <p><i>Under the current funding system and scoring priorities, where all schemes compete nationally, and 'partnership' funding is required for the vast majority of schemes, new substantial flood defences are not currently affordable for Yarmouth, Cowes or East Cowes, where the majority of people and properties are at risk. This is why the Strategy is proposing use of Temporary Flood Barriers and Property Level Protection measures in the areas most at risk within the first 10 years. Additionally, two further priority schemes have been identified by the Strategy. These are for the seawall from Cowes to Gurnard which minimises erosion and landslide reactivation risk to over 500 properties, and for a length of the Yarmouth to Bouldnor road seawall which protects key access route to all the west Wight communities. From approximately 15 years' time onwards, these two sections of seawall will require refurbishment, so we have proposed a 20 year refurbishment Scheme/repair at their current heights. However, it is important to note that all of these schemes will require a combination of national government funding and local funding contributions to proceed, as outlined on pages 158 to 162 of the main report.</i></p> <p><i>The aim of the Strategy has been to update our understanding of what is at risk, assess it against the latest national government funding criteria, identify where government grants are available to supplement local monies, and to identify proposals and priorities for the Strategy area to reduce risks. The priorities for the Strategy area will then need to be balanced against those elsewhere on the Island, and against a wide range of competing issues. The Strategy allows us to understand what the future need will be, not only to justify the first schemes, and plan later ones, but also provide time to collect local contributions and to plan development and adaptation, to assist the coastal communities.'</i></p>
		<p>Thank you very much for your letter and the comprehensive explanations to my various questions. I am very impressed by the depth and scope of the information. It is a lot to take in at first so I am hoping you are patient if I may ask the same question in a different way. Any further information you can give me is appreciated and can be sent to [address] or, scanned and attached to email.</p> <p>You probably understand that many of the residents of Gurnard Marsh are concerned with the present 'Preferred Option' recommended in the Draft Strategy for Zone 5a Gurnard Luck, as many of us believe that various works could be undertaken that would substantially reduce risk of tidal flooding, for proportionately low sums of money, and consequently the preferred option would be varied. Some years ago residents lobbied the Environmental Agency to construct a supplementary culvert in one of the River Luck bridge abutments which has significantly reduced the risk of fluvial flooding – low cost, high benefit work.</p> <p><i>Can you tell me if there is any survey information which records the levels of existing ground, sea walls, floor levels of dwellings, road and bridge parapet ? If yes, could we have access to that survey information ? It would seem to me that it is critical to understand where intervention is required first to prevent tidal flooding, and in what order any works are done. This way the community can construct a programme of necessary works in list of priority and stay ahead of the risk.</i></p> <p>Our hope is that we can persuade the IWC to adopt a variation to the present policy for Gurnard Marsh whereby reasonable input of public money is made available towards the cost of flood resilience measures. Within our community there are some willing to financially input and some willing to participate in flood prevention works - but support from the Council is essential in helping determine the works necessary, designing and approving the works, and sourcing public funds where possible for 'Partnership Funding'.</p> <p>I believe that forming walls, and raising existing walls, west of the The Luck Bridge towards Marsh Cottage, and</p>	<p>An Interim response was provided during consultation in answer to these specific queries, as follows:</p> <p><i>'In addition to the explanations below, I have attached four key documents as PDFs (also provided as direct web links):</i></p> <ul style="list-style-type: none"> <li><i>• 9 Introductory Display boards from the Strategy Roadshows in May 2016.</i></li> <li><i>• 1 Area Display Board –the Introductory panel for Gurnard Luck</i></li> <li><i>• Pages 112-119 of the Draft Strategy Main Report for Gurnard Luck (nb. apologies for the scan quality. If you can access it online instead <a href="#">here</a> or <a href="#">here</a>, the quality is much better).</i></li> <li><i>• An extract of the 2011 Shoreline Management Plan for Gurnard Luck.</i></li> </ul> <p><i>These attachments are explained fully below, along with more webpage links, to answer your queries.</i></p> <p><u>1) Roadshow materials:</u></p> <p><i>- Introductory Boards: <a href="#">Exhibition Panels -Introductory Boards available here</a> (9 boards, 10mb), &amp; a pdf copy is also attached. These boards have the following headings (drawing from the chapters of text in the Draft Strategy report):</i></p> <ul style="list-style-type: none"> <li><i>• Introduction and background</i></li> <li><i>• Why do we need the Strategy?</i></li> <li><i>• What is at risk if we do nothing?</i></li> <li><i>• A summary of the Strategy results</i></li> <li><i>• Funding and contributions</i></li> <li><i>• Priority Schemes (introduction)</i></li> <li><i>• Priority Schemes –first ten years</i></li> <li><i>• Looking further ahead...</i></li> </ul>



From:	Comment:	Reply and action taken:
	<p>east of The Luck bridge toward the boatyard sea wall would be the obvious starting point for a programme of sea defences - but without survey data it is not possible to be certain.</p> <p>Recent works to the boatyard sea wall, which include a floodgate at the boatyard slipway, and planned works to the restaurant sea wall are significant improvements, and can be further raised and improved at a future time at relatively low cost. Indeed the recently reconstructed sea wall fronting the chalets could be raised and strengthened at relatively low cost. Improving and protecting the beach levels in front of the sea walls is very important and determines to a great extent the volume of water overtopping the existing structures.</p> <p>It is my view that any developments, or works, in the catchment area that would increase flow or volume of surface water draining to Gurnard Marsh should be subject to drainage attenuation conditions as part of the Planning Policy in order reduce the risk of fluvial flooding. Southern Water have a pumping station at the north east of Gurnard Marsh which is a major asset and should be factored in to the importance of flood prevention measures.</p> <p>In your letter it states that Private Owners can choose to maintain their own existing defences at their current height under NAI policy, but no public funding would be spent on new defences. <i>Does this mean that private owners can not raise the height of existing defences ?</i> It is fundamental to any effective tidal flood prevention measures, and reasonable to expect some public contribution to such works.</p> <p>The full report I was unable to access, and the Summary Report I was able to access but unable to print in the original format. If you were able to attach the relevant pages from the full report to me it would be appreciated.</p> <p><i>Out of curiosity, is there data showing sea level rising in the last 50 years ? If so, by how much ? [-]</i></p> <p>Thank you again for the information you have provided – very helpful ! Any survey information that you could provide would be extremely useful.</p>	<p><b>Reply and action taken:</b></p> <ul style="list-style-type: none"> <li>• <i>What next?</i></li> </ul> <p>- <i>Area Boards: Information was provided for each individual Area extracted from Chapters 5 to 10 of the Draft Strategy Report here. A Word document for the Gurnard Luck Area poster area is attached.</i></p> <p>- <i>Summary Booklets were provided -click here to download a copy: <a href="#">Summary Report (pdf, 4MB, 36 pages)</a></i></p> <p>- <i>Questionnaire: An paper or online Questionnaire was provided for comments: <a href="#">Questionnaire for your comments - click here</a></i></p> <p>- <i>Appendices: A paper, bound copy of the 10 Appendices were available to view, and these are also available <a href="#">online here in full.</a></i></p> <p><u>2) Your Email questions:</u></p> <p><i>'A. Who prepared the report ?'</i>  <i>AECOM Consultants prepared the reports (led by the Isle of Wight Council, and the Environment Agency, and for the Steering Group and Project Board, as described in <a href="#">Appendix E: Stakeholder Engagement</a>.) (or full link here: <a href="http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20E%20-%20Stakeholder%20Engagement.pdf">http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20E%20-%20Stakeholder%20Engagement.pdf</a>).</i></p> <p><i>'B. What survey information did they have, or use, relating to Gurnard Marsh ?'</i>  <i>To develop the preferred strategic option at Gurnard Marsh a number different sources of information were used including outputs from numerical flood modelling, a defence condition assessment and property data from the National Receptor Database. A summary of each data source and what it was used for is provided below:</i></p> <ul style="list-style-type: none"> <li>• <i>Numerical flood modelling was used to determine the present day and future flood extent and depths for Gurnard Marsh. The model that was used at Gurnard was a TUFLOW model which uses extreme water levels and land elevations derived from LiDAR data to simulate flooding for a range of return period events. More information on the numerical model can be found in technical <a href="#">Appendix D: Flood Risk Modelling and Mapping</a> (or full link here: <a href="http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20D%20-%20Flood%20Risk%20Modelling%20and%20Mapping.pdf">http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20D%20-%20Flood%20Risk%20Modelling%20and%20Mapping.pdf</a>). The background to this is that the Environment Agency recently produced their new 'Coastal Modelling' including the Isle of Wight area, and the Isle of Wight Council signed a licence to enable our consultants to use it to develop this Strategy. AECOM have run the model and produced flood risk maps for the Strategy area and used it to inform the economics, explained further below. The new maps produced are published as part of the Draft Strategy:- Two Maps showing the flood risk for Gurnard Luck specifically can be found on page 22 of <a href="#">Appendix D</a> (as well as on page 114-115 of the main <a href="#">Draft Strategy</a>). The Environment Agency may be able to assist you if you wish to obtain the original coastal modelling to use or any additional specific mapping that we have not produced, from their data. However, as a starting point, the EA do publish their latest flood mapping online here: <a href="https://www.gov.uk/prepare-for-a-flood/find-out-if-youre-at-risk">https://www.gov.uk/prepare-for-a-flood/find-out-if-youre-at-risk</a> and datasets in their raw form here: <a href="http://environment.data.gov.uk/ds/catalogue/index.jsp#/catalogue">http://environment.data.gov.uk/ds/catalogue/index.jsp#/catalogue</a>.</i></li> <li>• <i>A visual defence condition assessment was carried out by the project team to determine the condition of the defences along the Strategy frontage. This included an assessment of defences in the Shoreline Management Plan policy unit PU1A.1 (Gurnard Luck). Based upon the visual assessment, an estimate was made to the residual life of structures. The assessment was carried out in line with the Environment Agency Condition Assessment Manual (2006). More details of the defence condition assessment are found in <a href="#">Appendix A: Defence Condition Review</a> (or full link here: <a href="http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20A%20-%20Defence%20Condition%20Review.pdf">http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20A%20-%20Defence%20Condition%20Review.pdf</a>)</i></li> <li>• <i>Property data from the National Receptor Database was used (alongside the numerical modelling outputs) to determine flood damages to properties and assets along the Strategy frontage, including at Gurnard Marsh. This is a standard national (mapped) dataset.</i></li> <li>• <i>Evidence of property raising at Gurnard Luck was considered (in an appropriate way for a Strategy-level assessment, as this is a Strategy, not a detailed Scheme design). A number of properties in this area have been raised and therefore it was necessary to reduce the flood depths to these properties. This was done in the economic spreadsheets rather than in the numerical modelling itself as the surface elevation in the numerical model was based on LiDAR data and did not account for the local raising of the properties. The properties at the rear of Marsh Road have typically been raised by approximately 6 steps in height. Therefore for these properties the flood depths in the economic spreadsheets were reduced by 0.9m (each step estimated at approx. typical height of 15cm). For the properties at the east end of Marsh Road the flood depths were reduced by 0.45m as these properties have typically been raised by 3 steps in height (each step 15cm in height).</i></li> </ul>
	<p>I understand a few of the Marsh Road residents were able to visit the West Wight Coastal Strategy roadshow event at The Holmwood and speak to you and various colleagues of yours. I don't return to UK until mid June so I am hoping you can provide me with the following information :-</p> <p>A. Who prepared the report ?</p> <p>B. What survey information did they have, or use, relating to Gurnard Marsh ?</p> <p>C. Can you forward me the same information as the author of the report used to evaluate the strategy for Gurnard Marsh.</p> <p>D. Can you identify the specific sums/costs which made up the £239,000 Present Value Cost ? ( what works were envisaged).</p> <p>E. Can you give me a breakdown of the Present Value Benefit sum of £1.6 million?</p> <p>I want to look at the strategy proposed in the same way the author of the report looked at it, and using the same information as without this information it is difficult to present relevant comment, or suggest alternative solutions and costs.</p>	<p><i>'C. Can you forward me the same information as the author of the report used to evaluate the strategy for Gurnard</i></p>

	From:	Comment:	Reply and action taken:
			<p>Marsh.'</p> <ul style="list-style-type: none"> <li>I've provided links to the datasets above wherever I can and explanations of them - I hope this is of assistance? Additionally:-</li> <li>An explanation of how the Economic appraisals (the costs and benefits etc.) were undertaken to inform the Strategy proposals is provided in <a href="http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20F%20-%20Economic%20Appraisal.pdf">Appendix F: Economic Appraisal</a> (or full link: <a href="http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20F%20-%20Economic%20Appraisal.pdf">http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20F%20-%20Economic%20Appraisal.pdf</a>).</li> <li>An explanation of how the Options were appraised to inform the Strategy proposals is provided in <a href="http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20J%20-%20Option%20Appraisal.pdf">Appendix J: Option Development and Appraisal</a> (or full link: <a href="http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20J%20-%20Option%20Appraisal.pdf">http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20J%20-%20Option%20Appraisal.pdf</a>). This involved bringing together all the different sources of evidence, each updated and detailed in the full series of Appendices published as part of the new Strategy. Each Appendix records the local data, and the national guidance followed when collecting/using it. The process builds on the work adopted in 2010/11 for the whole Isle of Wight in the <a href="#">Shoreline Management Plan</a>, also available in full online (at <a href="http://www.coastalwight.gov.uk/smp">www.coastalwight.gov.uk/smp</a>). For example, new economics, new appraisal guidance, all environmental designations (i.e. a Strategic Environmental Assessment, Habitat Regulation Assessment &amp; Water Framework Directive assessment), potential contaminated land, climate change allowances, current policies, coastal processes etc., are all considered, as well as the specific datasets specified above.</li> <li>A full list of the Strategy publications, in order, is provided here, for clarity (please click on the name for the link to each online): [links to Draft Strategy documents]</li> <li>I appreciate there are a lot of links in these questions/replies. An overview of the process we went through is therefore summarised in the Chapters 1-4 of the main <a href="#">Draft Strategy</a> report, hoping this is of assistance to all readers, dependent on how much detail they wish for? (Then in Chapters 5-10 proposals for each area are then provided, and lastly in Chapters 11-12 the funding system, the priority schemes and what happens next are further explained).</li> </ul> <p>'D. Can you identify the specific sums/costs which made up the £239,000 Present Value Cost ? ( what works were envisaged). The £239k Present Value cost is calculated by assuming the 29 properties that flood in a 1:20 year flood event install 'Property Level Protection' (PLP) measures (at approx. £5,000 per property) in 2015. Then 38 properties to have PLP in 2040 (assuming the PLP in the original 29 properties will be replaced). The cost is for SMZ5a also includes the cost of a CCMA plan being developed (a planning policy document called a 'Coastal Change Management Area' plan –further info. on this is also provided below). This does not mean the PLP measures would be funded at public expense; The options cost all works, no matter who might pay, to provide a total cost of the proposed option/mitigation. As you can see the sums above add up to more than £239k, as the costs have to be 'discounted' (for the spend that is not immediate), as was outlined further in my answer on 12<sup>th</sup> May (copied below), so they are listed in 'Present Value' terms.</p> <p>'E. Can you give me a breakdown of the Present Value Benefit sum of £1.6 million?' AECOM advise that the 'benefits' (i.e. what is protected by the proposed measures) includes the value of protecting properties and assets in a way that is standard practice for developing proposals for 'Property Level Protection' (i.e. protecting to up to 1m flood depth and taking 50% -as explained further below) and including potential loss of life benefits (which is high in this area because of a large number of residual buildings). Details on how the values and 'intangible' elements are costed are provided in <a href="http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20F%20-%20Economic%20Appraisal.pdf">Appendix F: Economic Appraisal</a> (or full link: <a href="http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20F%20-%20Economic%20Appraisal.pdf">http://www.coastalwight.gov.uk/Strategies/WestWight/pdfs/DraftStrategy/Appendix%20F%20-%20Economic%20Appraisal.pdf</a>). At Gurnard Luck some properties have been upgraded from holiday accommodation to more valuable properties with flooding already a known risk in the area. Properties built in recent years are not eligible for inclusion in the cost/benefit analysis (under the national rules) to avoid incentivising house building in flood risk areas. In the benefit counting for the areas where 'Property level Protection' measures are recommended, 50% of the 'do nothing' damage is included as a benefit, which is a typical approach, to factor in residual risk / failure / lack of deployment / lack of uptake. Also if and when flood depths exceed 1 metre for a property no benefit is taken as generally resistance and resilience measures are ineffective over this flood depth.</p> <p><u>3) Your Letter questions:</u></p> <p>Q) 'You probably understand that many of the residents of Gurnard Marsh are concerned with the present 'Preferred Option' recommended in the Draft Strategy for Zone 5a Gurnard Luck, as many of us believe that various works could be undertaken that would substantially reduce risk of tidal flooding, for proportionately low sums of money , and consequently the preferred option would be varied. Some years ago residents lobbied the Environmental Agency to construct a supplementary culvert in one of the River Luck bridge abutments which has significantly reduced the risk of fluvial flooding – low cost, high benefit work.</p>

	From:	Comment:	Reply and action taken:
			<p>Can you tell me if there is any survey information which records the levels of existing ground, sea walls, floor levels of dwellings, road and bridge parapet ? If yes, could we have access to that survey information ? It would seem to me that it is critical to understand where intervention is required first to prevent tidal flooding, and in what order any works are done. This way the community can construct a programme of necessary works in list of priority and stay ahead of the risk.'</p> <p>A) I hope the following data will assist in this approach.</p> <ul style="list-style-type: none"> <li>• The Strategy uses Lidar data, which is available here: <a href="http://environment.data.gov.uk/ds/catalogue/index.jsp#/catalogue">http://environment.data.gov.uk/ds/catalogue/index.jsp#/catalogue</a></li> <li>• (as well as the Environment Agency's latest flood mapping online here: <a href="https://www.gov.uk/prepare-for-a-flood/find-out-if-youre-at-risk">https://www.gov.uk/prepare-for-a-flood/find-out-if-youre-at-risk</a>).</li> <li>• Where the IWC has data on the crest height of defence structures, this was published as part of Shoreline Management Plan 'Appendix C2 Defence Appraisal' tables in 2011, available here (see unit IW55 pages 112 and 113): <a href="http://www.coastalwight.gov.uk/smp/appendices.htm">http://www.coastalwight.gov.uk/smp/appendices.htm</a></li> <li>• The Environment Agency may be able to assist further, from the data they hold, if you have specific requests.</li> </ul> <p>Q) 'Our hope is that we can persuade the IWC to adopt a variation to the present policy for Gurnard Marsh whereby reasonable input of public money is made available towards the cost of flood resilience measures. Within our community there are some willing to financially input and some willing to participate in flood prevention works - but support from the Council is essential in helping determine the works necessary, designing and approving the works, and sourcing public funds where possible for 'Partnership Funding'. I believe that forming walls, and raising existing walls, west of the The Luck Bridge towards Marsh Cottage, and east of The Luck bridge toward the boatyard sea wall would be the obvious starting point for a programme of sea defences - but without survey data it is not possible to be certain. Recent works to the boatyard sea wall, which include a floodgate at the boatyard slipway, and planned works to the restaurant sea wall are significant improvements, and can be further raised and improved at a future time at relatively low cost. Indeed the recently reconstructed sea wall fronting the chalets could be raised and strengthened at relatively low cost. Improving and protecting the beach levels in front of the sea walls is very important and determines to a great extent the volume of water overtopping the existing structures.'</p> <p>A) We appreciate your real concerns and expert knowledge of the area, and will be very interested to hear your ideas and the proposals of the community. More specifically, please could you provide sketch maps and illustrations of any ideas and proposals you have please, wherever possible, as the more specific these are (i.e. showing the areas and extents you have in mind), the more these would be of assistance in considering if there is an alternative way forward.</p> <p>Thank you for the news that some people are willing to financially contribute and participate in flood prevention works. That is very interesting to hear, and is certainly in-keeping with the government's current 'partnership funding' system for flood and coastal defence, which encourages local contributions to supplement national grants, and under which schemes can vary from 0% to 100% funding. Any further information you could provide on the approximate size of the financial contribution you have in mind (as well as the scale of the works) would be very helpful to try and determine if there are any feasible alternatives for the Gurnard Luck area.</p> <p>It may be of useful at this stage though to clarify the expectations of what a Coastal Strategy can provide.</p> <ul style="list-style-type: none"> <li>• It is not the job of the Strategy to design very detailed, local scale measures and works, but to examine the 84 kilometres of coastline, considering the different types of natural coastal risks, and assess if a coordinated solution is possible, and who might pay for it. The following are a few points which help to illustrate the process:</li> <li>• As well as comparing the costs and benefits of any proposed solution (e.g. is a short length or a long length of defence required to protect the same number of properties, and what type and standard of defence), it is also important to consider the different types of risk present in any one area.</li> <li>• For example, in one area with multiple risks, if a proposal removes erosion risk, but not tidal or fluvial flood risk, the same properties would still be at risk, and you cannot claim the eligibility for the government funding that you might if you were moving the properties to a lower level of risk.</li> <li>• In another area, such as Totland Bay, if a proposal removes direct erosion risk at the toe of the cliff, but does not address landsliding/slope failure risk in the weak cliff itself, the same properties at the cliff toe and on the cliff top would also still be at risk.</li> <li>• Estimating and costing a solution also depends on the standard of protection that is proposed (i.e. is it suitable for small scale flooding events only, or larger events) and the length of time that you were proposing to reduce the risk for.</li> <li>• To gain government funding generally requires that a minimum standard of protection is achieved; for example the Temporary Barrier scheme proposed elsewhere in the Strategy area (requiring a combined national and local funding) would provide a 1 in 75 year event standard of protection.</li> <li>• Government funding is targeted towards residential properties, rather than business or commercial properties. An extra weighting element is also given for the most deprived communities nationally (and the</li> </ul>

	From:	Comment:	Reply and action taken:
			<p><i>IW does not qualify under this criteria generally).</i></p> <p><i>The Strategy seeks an understanding of the risk, coordinated solutions, feasible schemes, identifies priorities, and enables preparedness where risk reduction is not affordable.</i></p> <p><i>The nearest scheme to Gurnard Luck (geographically) in the Draft Strategy (which is proposed as a 'priority scheme' in the medium term, i.e. it is not needed yet, but from 15 years' time onwards) is to repair/refurbish the long seawall from Princes Esplanade in Gurnard to The Parade in Cowes which protects approximately 500 properties from erosion and landslide reactivation. The Scheme would be designed at the time (in line with the latest methods, rules and conditions), but as an estimation, based on a technique of sprayed concrete to strengthen the seaward-face of the existing wall, a cost estimate under the current funding system has been made which identifies that:- To strengthen the wall for another 20 years duration, at its existing height, would cost approximately £2.8 million, of which approximately half could be eligible for government funding, and of which the other £1.4 million of funding would need to be found locally. This is based on repairing the wall at its current height, and not increasing the height, so some flood risk to properties (and the road) in that area will continue. Increasing the height would cost even more, increasing the contribution that would need to be sought locally. In the interim, minor maintenance is anticipated to continue there as at present, within available budgets, to extend the life of the structure, parts of which are in better condition than others. Further details on how coast protection works are now funded and details of the priority schemes are outlined in Chapter 11 of the <u>Draft Strategy</u>.</i></p> <p><i>It is an issue being encountered in many areas around the southern region of England (and beyond), that a large number of communities are at risk, and in these communities the local-scale, small-scale measures (-at a low standard of protection, but still an improvement on the present-) that could be of benefit are often not eligible for government funding. Therefore funding for both the design and construction of such works is hard to find. This does not lessen the need, or the importance of these risks and ideas, for the people whose homes and businesses are risk, but it is an illustration of the picture that is increasingly being revealed across the region under the current funding regime/rules.</i></p> <p><i>I hope these explanations provide helpful context, and an illustration of the constraints the Strategy has to work within (regarding the way the appraisal and funding rules are written nationally, the availability of funds both nationally and locally, and the regional context).</i></p> <p><i>We appreciate all your ideas and also the willingness of the community to work together, and we would be very interested to see all your proposals and expertise, especially if there are things you feel we have missed. We will of course consider all comments very carefully.</i></p> <p><i>The Strategy work has so far revealed that there is a lot of risk to properties on the Island, with properties spread out along a long coastline, and there are not the number of feasible, government-funded schemes that the IW would like, and not all defences can be replaced, so the IWC and EA will aim to pursue the funding opportunities where we can and make preparations and raise awareness in areas where there is a known risk.</i></p> <p><i>There are no fully government funded schemes identified by the Draft Strategy, the schemes currently proposed would each require local contributions ranging from £300k to £1.5m to unlock the partial government funding.</i></p> <p><i>First of course, we will review all the public feedback on the Draft Strategy to see what people think of the proposals, and review if there is new evidence, new ideas or contributions (financial or other) provided by the community or stakeholders that could change the proposed options, or their timing, to work towards finalising the Strategy.</i></p> <p><i>Q) 'It is my view that any developments, or works, in the catchment area that would increase flow or volume of surface water draining to Gurnard Marsh should be subject to drainage attenuation conditions as part of the Planning Policy in order reduce the risk of fluvial flooding. Southern Water have a pumping station at the north east of Gurnard Marsh which is a major asset and should be factored in to the importance of flood prevention measures.'</i></p> <p><i>A) This is a useful viewpoint and drainage conditions are the kind of issue that could be considered when preparing the 'Coastal Change Management Area' (CCMA) plan for the Gurnard Luck area in the next few years that is proposed by the Strategy. CCMA's are areas (as established in the National Planning Policy Framework) that can be identified where coastal change is a risk and local planning policies can be developed to assist community adaptation. Inappropriate development in risk areas should be avoided to ensure that additional assets or populations are not placed at risk of future erosion or flooding, and there may also be opportunities for appropriate or time-limited land uses in such areas.</i></p> <p><i>We appreciate that the Southern Water pumping station is an important asset for the community. The economic analysis for the Strategy will have considered all assets mapped within the National Receptor Dataset (a 'Receptor' referring to an entity that may be harmed e.g. a person, property, habitat etc.) that overlapped with the local flood and erosion risk zones and were potentially impacted over the next 100 years.</i></p>

	From:	Comment:	Reply and action taken:
			<p>Q) 'In your letter it states that Private Owners can choose to maintain their own existing defences at their current height under NAI policy, but no public funding would be spent on new defences. Does this mean that private owners can not <u>raise</u> the height of existing defences ? It is fundamental to any effective tidal flood prevention measures, and reasonable to expect some public contribution to such works.'</p> <p>A) Firstly, in relation to the 'No Active Intervention' policy set by the Shoreline Management Plan (SMP) to apply from 2025 onwards (at which time it changes from the present 'Hold the Line' policy), I have attached (as a pdf) the relevant pages of the 2011 SMP for you. The SMP sets future policy for the Island. The Gurnard Luck area is part of Chapter 4.2 of the SMP on the Cowes-Gurnard-Medina area, and the entire chapter (&amp; full SMP) is available online providing an explanation of why this policy was set: <a href="http://www.coastalwight.gov.uk/smp/FINAL_SMP_for_web/pdf_MainDoc/Chapter4/Chapter4_PDZ1_Dec10_Final.pdf">http://www.coastalwight.gov.uk/smp/FINAL_SMP_for_web/pdf_MainDoc/Chapter4/Chapter4_PDZ1_Dec10_Final.pdf</a> or <a href="http://www.coastalwight.gov.uk/smp">www.coastalwight.gov.uk/smp</a></p> <p>Here is an extract (SMP, 2011, page 101): 'At the western limit of this area the intent of management at Gurnard Luck is to support the existing community in the short term whilst allowing medium to long term adaptation. This area faces increasing risks of tidal and fluvial flooding and erosion. The intention of shoreline management policy is to recognise the aspirations of the existing local community to maintain private defences and continue implementing adaptation techniques to the increasing risks 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. Although the NAI 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.'</p> <p>An additional document that may be useful is the following <a href="#">guidance note for private landowners</a>, issued by the neighbouring North Solent Shoreline Management Plan (it applies to the North Solent shoreline, but can provide some answers to your question): <a href="http://www.northsolentsmp.co.uk/CHttpHandler.ashx?id=12902&amp;p=0">http://www.northsolentsmp.co.uk/CHttpHandler.ashx?id=12902&amp;p=0</a>.</p> <ul style="list-style-type: none"> <li>This includes section 4.1 (on page 5) '4.1 Private landowner's right to maintain their defences', and section 4.6 (on page 8) '4.6 What options are available to the landowner if they wish to continue to maintain their defences but are within a proposed No Active Intervention policy frontage?').</li> </ul> <p>Secondly, National 'Grant in Aid' funding is available to help fund defence works in the areas most at risk nationally. All schemes proposed right around the country have to be developed and scored using a standard appraisal process and funding calculators (which this Strategy has used).</p> <p>The priority schemes identified by this Strategy for the West Wight coastline will need to be balanced against priorities elsewhere on the Isle of Wight. They will also have to compete against all other schemes around the country that are also seeking government funding. Funding is prioritised based on risk.</p> <p>As an example, in Cowes, East Cowes and Yarmouth, where there is also well-recognised tidal flood risk, and large numbers of properties, there is not a currently a feasible construction scheme affordable to create new built defences for any of these communities. Which is why temporary measures are proposed in the short and medium term, and even these would require a combination of national and local funding to proceed.</p> <p>'The full report I was unable to access, and the Summary Report I was able to access but unable to print in the original format. If you were able to attach the relevant pages from the full report to me it would be appreciated.'</p> <p>I have attached a scan of the pages regarding Gurnard Luck here in the main Draft Strategy Report, as requested.</p> <p>Q) 'Out of curiosity, is there data showing sea level rising in the last 50 years ? If so, by how much ?'</p> <p>A) In terms of the Strategy, information on climate change allowances we have allowed for is included in Appendices C and D (linked above or <a href="#">here</a>).</p> <p>The Isle of Wight Council does not collect data on historic sea level rise. However, I hope the following links are of assistance (and other organisations are also involved in this kind of research):</p> <ul style="list-style-type: none"> <li>On the government's Gov.uk website, here is the key guidance document on 'Adapting to Climate Change: Advice for Flood and Coastal Erosion Risk Management Authorities' for use when designing coastal and flood defences. <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/516116/LIT_5707.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/516116/LIT_5707.pdf</a></li> <li>The document above refers to the UK Climate projections, which are published online here: <a href="http://ukclimateprojections.metoffice.gov.uk/">http://ukclimateprojections.metoffice.gov.uk/</a></li> <li>Also on the Gov.uk website, the government publishes a guidance document on the allowances that should</li> </ul>

	From:	Comment:	Reply and action taken:																				
			<p><i>be made in Flood Risk Assessments (FRAs) for planning purposes, available here: 'Flood risk assessments: climate change allowances' : <a href="https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances">https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances</a>.</i></p> <ul style="list-style-type: none"> <li><i>The UK Climate Impacts Programme website is here: <a href="http://www.ukcip.org.uk">www.ukcip.org.uk</a></i></li> <li><i>The IPCC (Intergovernmental Panel on Climate Change) publishes evidence reports on climate change, published online here: <a href="http://www.ipcc.ch/publications_and_data/publications_and_data_reports.shtml">http://www.ipcc.ch/publications_and_data/publications_and_data_reports.shtml</a></i></li> </ul>																				
5b	Continued from above	<p>Hoping this email finds you both well, it was really nice to meet you at the New Holmwood last month.</p> <p>Please find attached a letter written by [resident] and myself in reference to the West Wight strategy and what we feel should be considered.</p> <p>Also please find a plan and photographs in relation to this for your reference. <i>[Plan &amp; photos, ref. comment 5, photos 1 &amp; 2]</i></p> <p>We are giving a copy of this letter to the community/residents directly affected in Gurnard, allowing people the opportunity to sign in support if they wish, once I have this I will send it over to you. We are aware that the consultation period runs out by the end of the month so this is why I am sending this to you today without the support petition.</p> <p>Please can you confirm receipt of this email for our records.</p> <p><i>[Please note: The petition referred to was received after the close of the consultation period, but is noted, and further work for Gurnard Marsh was subsequently undertaken after the Consultation period, as outlined in reply to this comment].</i></p> <hr/> <p>[attached letter] Thank you for providing us with the information that we requested. However unfortunately, due to time restrictions, we were unable to respond. We understand that comments and submissions must be presented before the end of June and, although we have tried our utmost, we have been unable to read through all of the information contained in the links in the time frame open to us.</p> <p>It is our understanding that no survey of The Luck harbour, the existing sea walls, ground levels and property levels has been carried out specifically for the WW Coastal Strategy Report. Although the authors of the report had access to the Environment Agency database containing general information and levels from previous surveys, it is not possible for us to determine how detailed and up to date this survey information is. These comments are based on our knowledge of the area as residents of the Marsh for many years.</p> <p>It would seem logical to us that a survey of Gurnard Luck harbour and the land/sea wall to the east for approximately 250 metres be carried out in order to determine exactly what areas are at greatest risk. With that information it may then be possible to determine what works could be carried out to prevent flooding, and at what cost. No resolution should be reached regarding Gurnard Marsh until that survey information is attained.</p> <p>The strategy presently supports the existing policy of 'hold the line' until 2025, after which it then becomes 'no active intervention'. We believe that these policies are based on poor evaluation of the situation and do not consider alternative solutions to the problems Gurnard Marsh will face in the next hundred years. It is unfair to subject a community to a policy that may ultimately fail to protect them and their property. Given more time and access to accurate up-to-date information, a more considered approach could be generated, which may well bring about a positive outcome for all involved, with less financial stress on the council and the community in the long run.</p> <p>The report seems to suggest that a sum of money would need to be spent per property in order to protect it from flood damage; despite this, it is suggested that within fifty years the majority of property will be lost to erosion. It would seem more logical to us to spend money and effort on preventing flooding of Gurnard Marsh by sea, rather than attempt to protect individual property. An example of this alternate approach in effect can be seen after the storm February 14<sup>th</sup> 2014, which destroyed a large section of sea wall fronting Gurnard Marsh. The majority of the nineteen chalets fronting the sea wall obtained flood resilience grants of roughly £5,000 per property; this money was pooled in order to reconstruct the sea wall. [Resident] contributed [£] towards the project as a gesture of goodwill and after considering that all of the Gurnard Marsh properties benefit from any sea defence works in that locality. Had the money given been used by each property owner to carry out flood resilience works to their individual properties the sea wall would most likely still today be as it was post storm, and all of the Marsh properties would be at risk of flooding. The foundation and base structure of the new section of sea wall are now in good condition and capable of carrying additional load when the wall height is increased, which may need to happen in the future.</p> <p>In the last twelve months we have repaired the groyne positioned mid way along the Marsh frontage, refaced 70% of the old sea wall fronting the boatyard and installed a flood barrier on the slipway and carried out other</p>	<p>A range of additional work was undertaken in response to these representations and those from other residents in the Gurnard Marsh area included in this table, as follows:</p> <p>With regard to survey data, initial reply to these comments, existing survey data held by the IWC from the Shoreline Management Plan 2010 and Environment Agency available online for download was supplied. The respondent replied supplying additional information on the works they had undertaken, and requesting a survey, further consideration of beach nourishment, and requesting information on what height the sea defences will need to be in 2116.</p> <p>With regard to specific queries on how the Strategy has considered risks to the road link, tourism assets and the pumping station in this area, the following points are also provided in response:</p> <p>The potential impacts to the road were considered in the Strategy development and the following risks identified: Other than short term infrequent submergence due to flooding (leading to minimal economic impacts), the potential risk of loss of the road (due to erosion) is not predicted until epoch 3 (when there is a No Active Intervention policy in place). Only main roads carrying a large amount of traffic, and which if lost would cause mass disruption because of lack of alternative routes and amount of users, are able to be counted in the benefits, according to the current economic appraisal guidance (i.e. the A3054 between Bouldnor and Yarmouth, the key road link to a number of settlements in the west of the Island).</p> <p>Additionally, a value of 'indirect' benefit is included in the economic appraisal. This figure is made up of a number of different things. Vehicle damage, emergency response and clear up costs and temporary food and accommodation costs have been accounted for per household. Potential risk to life has been included in the valuation based on the number of residential properties at risk of flooding in the area and the flood hazard present.</p> <p>Tourism losses can be counted in the appraisal by utilising data such as visitor numbers to an area and then estimating what percentage of these visitors would no longer visit an area after a certain point in time under a Do Nothing scenario. However if this tourism is displaceable or transferable (e.g. if people can go to another restaurant, beach or sailing club nearby instead) this cannot be counted in the appraisal under the current rules as the assessment is looking at national economic loss (not local). There would potentially be local tourism impacts but these cannot be counted (in the sense of counting them as a scheme benefit in the calculation of potential government funding).</p> <p>Another aspect of the impact on tourism is the potential risk to holiday homes. Holiday homes impacts have been addressed in the appraisal by assuming at the strategic level that all the residential properties in the area are fully occupied and lived in. In terms of benefit counting this is more valuable than identifying them as not permanently occupied homes as the indirect costs outlined above only apply to residential properties (loss of life, vehicle loss and temporary food and accommodation costs).</p> <p>The asset damage from flooding to the Southern Water pumping station has been included in the economic appraisal. The three buildings within the site have been assigned damages as they are within the flood zone and therefore have contributed to the benefits presented. The downtime of the pumping station due to flooding is likely to be relatively short duration and infrequent (at least in epoch 1). Also this infrastructure is likely to be able to be made more flood resilient. This issue could be addressed further at scheme level.</p> <p>With regard to the request for information on water levels in 2116, the extreme water levels for Gurnard can be viewed in Appendix C (Coastal Processes and Geotechnics). These have been calculated using latest Environment Agency water level data and climate change guidance. Information from Appendix C: the 2115 200 year return period event at Gurnard is predicted to be 3.75 m AOD, the 2115 1 year return period event at Gurnard is predicted to be 3.13 m AOD. The table of extreme water levels from the Appendix is below:</p> <p><b>Table B-1: Existing and predicted future extreme water levels (mOD) for Gurnard</b></p> <table border="1" data-bbox="1676 1829 2748 1980"> <thead> <tr> <th data-bbox="1676 1829 1973 1881">Gurnard</th> <th colspan="4" data-bbox="1973 1829 2748 1881">Medium Emissions Scenario 95% + Storm Surge</th> </tr> <tr> <th data-bbox="1676 1881 1973 1927"></th> <th colspan="4" data-bbox="1973 1881 2748 1927">Extreme Water Level (mOD)</th> </tr> <tr> <th data-bbox="1676 1927 1973 1980">Return Period (years)</th> <th data-bbox="1973 1927 2163 1980">2015</th> <th data-bbox="2163 1927 2377 1980">2025</th> <th data-bbox="2377 1927 2573 1980">2055</th> <th data-bbox="2573 1927 2748 1980">2115</th> </tr> </thead> <tbody> <tr> <td data-bbox="1676 1980 1973 1990"></td> <td data-bbox="1973 1980 2163 1990"></td> <td data-bbox="2163 1980 2377 1990"></td> <td data-bbox="2377 1980 2573 1990"></td> <td data-bbox="2573 1980 2748 1990"></td> </tr> </tbody> </table>	Gurnard	Medium Emissions Scenario 95% + Storm Surge					Extreme Water Level (mOD)				Return Period (years)	2015	2025	2055	2115					
Gurnard	Medium Emissions Scenario 95% + Storm Surge																						
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From:	Comment:	Reply and action taken:																																																							
	<p>sea defence works. In the next twelve months we hope to reface the remainder of the old sea wall fronting the boatyard and raise the existing sea wall in front of the restaurant so that the wall height is constant for the entire 110mtr property frontage. Although the slipway flood barrier was fabricated and installed with grant assistance, we have funded all of the sea wall and groyne work ourselves. This work has been carried out to help protect not only our property but also all property in the Marsh.</p> <p>Without survey data it is not possible to be certain which areas of the Marsh are most likely to be breached by sea flooding. However, from experience, The Luck harbour seems the most vulnerable. The solution is a relatively simple one: we suggest dwarf walls are constructed from the parapet of the Luck bridge, both in an east and westerly direction, (marked on the map in red) to a point where they intersect with existing structures (approximately 50mtrs in each direction). If each wall has outlets, with non-return flaps, any fluvial floodwater would escape to sea. Subject to type of material used to build the wall we estimate the cost of this work would not exceed £30,000.</p> <p>The beach area in front of the recently reconstructed sea wall has been badly eroded because the only groyne remaining fell into poor condition and became ineffective. The beach immediately in front of the reconstructed wall has been eroded almost to the level of its foundations. Consequently the new wall is exposed to greater impact from storm waves and also creates greater wave overtopping/spray because of the considerable hard vertical face. We suggest that three 15-20mtr groynes are constructed at 25 metre intervals along the beach; once constructed, the beach should then be re-established with imported material. We estimate the cost of each groyne to be roughly £6,000. The council often takes beach material from in front of Cowes Green and we suggest that some is brought to Gurnard Marsh. The cost would then be transporting and placing alone— a few thousand pounds at most. (The suggested Groynes can be seen also on the chart marked in brown)</p> <p>By carrying out this work the sea wall would have a much longer life span, considerable flooding would be prevented because wave spray would be substantially reduced and the improved beach would be an amenity for all to enjoy.</p> <p>Implementing these two projects would substantially reduce the risk of flooding of Gurnard Marsh and would cost in total approximately £50,000.</p> <p>We suggest that the local authority could have substantial amounts to gain if it were to financially contribute to the implementation of these two projects. If the safety of residents' properties could be assured for years to come then more people may well be encouraged to move to the area, and indeed stay. In addition, residents who may otherwise choose to leave the Marsh due to flooding worries-or be forced from their homes due to flood damage-may also be persuaded to stay. Both points would assure rate revenue received from the Gurnard Marsh area would substantially increase over the coming years, if an alternate strategy were to be considered.</p> <p>The West Wight Coastal Strategy Report also seems to ignore the fact that both a major infrastructure pumping station and a local pumping station are at greater risk of flooding than many of the properties in Marsh Road; we suggest the local authority approach Southern Water for contribution to sea defence works.</p> <p>Often in emergency situations, or during maintenance works on the main Newport to Cowes road, traffic is advised to divert to Noke Common and then either Pallance Lane or Rew Street. If the proposal within the WWCoast Strategy is supported then one of these two alternative routes will be lost.</p> <p>Clearly the two projects suggested/proposed above will not provide flood prevention for the next hundred years, but they will create good flood prevention for many decades and would provide structures or defences that could be added to in the future as appropriate. The proposed works will not increase risk from fluvial flooding. The additional culverts built into the Luck Bridge by the EA (2002/2003?) have had a significant effect in reducing fluvial flooding. Other low cost works could further reduce this risk but presently we don't consider them necessary.</p> <p>As it stands, we would like the local authority to contribute towards the cost of a survey of the Luck Harbour, sea walls and affected property in order to produce a list of works in priority order.</p> <p>We hope the above clearly sets out how we would like the local authority to move forward with this section of the West Wight Coastal Strategy.</p> <p>Attachment.  1. Map of Gurnard Marsh illustrating suggested positions of 3 x groynes &amp; positioning of new dwarf wall  2. 2x Photographs of the river luck where dwarf wall could be constructed.'</p>	<table border="1" data-bbox="1676 117 2745 667"> <tbody> <tr><td>1</td><td>2.35</td><td>2.41</td><td>2.61</td><td>3.13</td></tr> <tr><td>2</td><td>2.43</td><td>2.49</td><td>2.69</td><td>3.22</td></tr> <tr><td>5</td><td>2.53</td><td>2.59</td><td>2.80</td><td>3.34</td></tr> <tr><td>10</td><td>2.60</td><td>2.66</td><td>2.87</td><td>3.42</td></tr> <tr><td>20</td><td>2.67</td><td>2.73</td><td>2.95</td><td>3.50</td></tr> <tr><td>50</td><td>2.76</td><td>2.82</td><td>3.05</td><td>3.61</td></tr> <tr><td>75</td><td>2.79</td><td>2.85</td><td>3.08</td><td>3.65</td></tr> <tr><td>100</td><td>2.82</td><td>2.88</td><td>3.11</td><td>3.68</td></tr> <tr><td>200</td><td>2.88</td><td>2.94</td><td>3.17</td><td>3.75</td></tr> <tr><td>500</td><td>2.97</td><td>3.04</td><td>3.27</td><td>3.86</td></tr> <tr><td>1000</td><td>3.03</td><td>3.10</td><td>3.34</td><td>3.93</td></tr> </tbody> </table> <p>The design height of structures would need to be in excess of these levels (to a greater or lesser degree) depending on the location. E.g. the crest heights of front line structures subject to waves may need to be considerably higher than these levels to ensure against wave overtopping etc. When setback from the front, or in the harbour where wave heights are significantly less, the design height of structures may be typically only 30cm above these levels (e.g. 30cm freeboard to deal with settlement, small waves etc). This is the approach we have used to assume defence heights / costs.</p> <p>With regard to the consideration of additional options and ideas for Gurnard Marsh by the Strategy:</p> <p>Following the Consultation and the representations by residents detailed in this table, including the additional suggestions provided by residents, the Gurnard Marsh area was revisited. The defence condition was updated (to take account of the recent repairs) and the flood modelling and economic appraisal were updated using new defence height and also property height data that was surveyed and collected. This was used to improve and refine the representation of the defence heights and property heights, update the damages, and test the minor scheme idea proposed to address tidal flood risk. Short animations were also produced to illustrate the progression of flood risk in the area. The work revealed that in addition to a setback floodwall wall around the harbour, as a known low point, a setback bund or structure would also be required along some sections of the waterfront, at low points, including a floodgate in the east. A 1:75 year present day standard of defence was assessed, as this is the standard/height of most of the existing privately owned structures in the area already, and the idea was tested of 'joining them up' to fill in at the low points, to understand the scale of the works and costs that would be required. This initial 'present day' standard of protection would fall over time, and the work confirmed a long term built solution to address the multiple risks in area is not viable. This work is now detailed fully in a <i>new annex added onto Appendix J, the Options Appraisal</i>.</p> <p>In addition, the policy wording for SMZ5a (Gurnard Marsh) has been updated in the Main Report and in supporting appendices accordingly. In summary, the revised approach in the Final Strategy follows the same principle as the Draft Strategy in recognising the multiple and increasing future risks to the area that mean continuing adaptation is essential, and this remains the foundation of the policy. However the revised approach now also notes the residents aspirations for minor works to reduce tidal flood risk in the short term (whilst acknowledging the long-term risk), if the community wishes to collect the funds required to promote a minor scheme, if there is the support of all those affected, and if issues of tide-locking, fluvial flooding and residual risk can be satisfactorily addressed, requiring further investigation as part of any scheme (as outlined below and in the document added to Appendix J). The revised approach also recognises that due to the individual property characteristics in the area, flood <i>resilience</i> is likely to be more suitable method to reduce risks for individual properties than flood <i>resistance</i>, and is recommended.</p> <p>The new text for the Main report (Final Strategy()) for SMZ5a is as follows:</p> <p><b><u>SMZ 5a</u></b>  <b><u>Gurnard Luck and Gurnard cliff</u></b></p> <p><b><u>Strategy Management Zone 5a (SMZ 5a) encompasses Gurnard Luck and Gurnard cliff.</u></b></p> <p><b><u>Shoreline Management Policy (2011):</u></b> <i>The policy at Gurnard Luck is 'Hold the Line' to 2025. This policy supports the maintenance of existing private defences in the short term, then the policy changes to 'No Active Intervention' as</i></p>	1	2.35	2.41	2.61	3.13	2	2.43	2.49	2.69	3.22	5	2.53	2.59	2.80	3.34	10	2.60	2.66	2.87	3.42	20	2.67	2.73	2.95	3.50	50	2.76	2.82	3.05	3.61	75	2.79	2.85	3.08	3.65	100	2.82	2.88	3.11	3.68	200	2.88	2.94	3.17	3.75	500	2.97	3.04	3.27	3.86	1000	3.03	3.10	3.34	3.93
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Continued from	In addition to the points raised in our letter I wanted to draw attention to the need of the IWC to lead in bringing all interested and affected parties together if the Council decides to amend its policy for The Luck/Gurnard Marsh																																																								

From:	Comment:	Reply and action taken:
above	<p>in regards to the WWCoastal Strategy.</p> <p>I genuinely believe the works we propose would safeguard the Marsh for many decades. By forming a dwarf wall on both sides of The Luck harbour there would then be a continuous structure along all of the Marsh sea frontage which could very easily be raised in height at the appropriate time in the future . . .at very low cost !</p> <p>Given the importance of the Southern Water pumping stations the sum we consider necessary to protect the Marsh from sea flooding is in itself very low. [-] the vacuum (sewage) pumping station in 1993 for the main contractor, Dean&amp;Dyball, and this serves all of the Marsh properties west of 31 &amp; 36, Marsh Road, Lower Horn Hill, and 4 properties at the northern end of Rew street. The 2nd pumping station ( on the same site) is a major infrastructure sewage pumping station and needed to pump waste collected from a large area of Gurnard to the eventual outfall at Sandown. Neither pumping station can operate when submerged!</p> <p>If the sea levels rise as per the predictions, and the policy for Gurnard Marsh remains as it now is, then flooding of Gurnard Marsh will increase and it necessarily follows the vacuum sewer will constantly fail because it can not cope with such volumes of water. It was a fairly unique solution to managing the sewage problems of the Marsh which prior to its installation had relied on septic tanks, etc..</p> <p>I 'guesstimate' the collective real estate value of property in Gurnard Marsh at about £7million which in turn produces a sizeable contribution to council finances. Our proposals will significantly safeguard this income for many decades beyond 2055 - when the WWCoastal Strategy considers 30 properties will have been lost to erosion. At present day value those 30 properties contribute a sum of about £30,000 pa to the council revenue.</p> <p>Sorry to bombard you with information but I do feel that many important facts relating to Gurnard Marsh have been overlooked.</p> <p>You mention in previous correspondence that the authors of the WW Coastal Strategy Report had access to DoE data. Is there any possibility that we could be given access to any level survey and mapping information they have ?? . Thanks for your assistance</p>	<p>a result of increasing risks of both tidal and fluvial flooding and erosion. The SMP also highlighted the need for adaptation (see Chapter 4.2 of the SMP, 2011). The policy along Gurnard cliff is 'No Active Intervention'. The SMP policies reflect the funding and affordability constraints faced for this area, leading to significant challenges in delivering sustainable flood and erosion risk management intervention, especially in the future with projected climate change.</p> <p><b>Land Use:</b> There are residential and commercial properties at Gurnard Luck as well as a small harbour. Several properties have been raised up by the homeowners to increase resilience against flooding. At Gurnard cliff there are residential properties set back from the clifftop.</p> <p><b>Coastal Processes:</b> This frontage is on the open coast but is relatively sheltered from waves, being situated within the Solent. Gurnard cliff is within a zone identified as having some potential for landslide reactivation.</p> <p><b>Environment:</b> Gurnard Bay is designated as a Special Protection Area and Site of Interest for Nature Conservation. There are a number of listed buildings but these are set back from the Strategy frontage.</p> <p><b>Coastal Defences:</b> At Gurnard Luck there are masonry and concrete walls present with a wide range of conditions. The community has recently carried out maintenance and upgrades to the seawall and has implemented new timber board defences and setback walls to reduce wave overtopping impacts. There are no defences at Gurnard cliff.</p> <p><b>Flood and Erosion Risk:</b> At Gurnard Luck the crest levels of existing defences are relatively low in comparison to other areas in the Strategy. As a result there is a significant risk of flooding at this location both from tidal and fluvial (tide locking) flooding. A slow but ongoing erosion risk exists to the frontage and because of the close proximity of properties to the coastline this results in a number of properties being at risk over the period of the Strategy. Along Gurnard cliff the properties are generally set back from the coastline, so that only a very small numbers of properties are at risk from erosion. This area is on the edge of the Cowes-Gurnard potential landslide reactivation zone, although the scale and location of such an event are uncertain.</p> <p><b>Wider stakeholder aspirations:</b> Maintain coastal access and the character of the area. The community has already started taking steps to adapt to flood and erosion risks in the area with recent maintenance and upgrades carried out on some of the private defences. There is strong community preference for improving current defences to provide more robust management of flood risk at Gurnard Marsh.</p> <p><b>Baseline – what would happen if we did nothing?</b> Under a 'No Active Intervention' scenario the erosion risk will increase over the next 100 years, with the majority of properties at risk of erosion in the last 50 years. There is current and future tidal and fluvial flood risk in this low-lying area. In due course, the number of properties being flooded from a 1:200 year event is expected to decrease, but only because the same properties are predicted to be at risk of erosion. The number of properties that would be at risk from a 1:200 year flood event (which has a 0.5% chance of occurring in any year) are shown in the table below. <b>Today there are 43 properties potentially at risk of being affected by flooding from a 1:200 year (0.5% annual chance) event. However it should be noted that due to some properties having raised floor levels, the number of properties at risk of flooding internally may be lower. By 2115 a total of 54 properties would be at risk from erosion.</b></p> <p><b>Strategy preferred option - commentary</b> This community area is at risk of both tidal and fluvial flooding, and also wave overtopping. There is also erosion risk from the north and the west, as demonstrated by a recent localised wall failure in front of the beach chalets, which has since been repaired through a community led initiative and flood recovery funding.</p> <p><b>In the future, as the multiple risks from tidal flooding, fluvial flooding and erosion increase, the community will need to continue to adapt.</b> Some properties in Gurnard Luck have already taken action to adapt to flood risk by raising the level of their properties, and these measures should continue to be implemented as appropriate (subject to planning consent). A long term built solution to reduce the risks over the next 100 years is not achievable as the level of investment required to provide substantial defences right around the settlement is not justified due to the limited number of properties.</p> <p><b>The Strategy recommends privately-funded community and property level flood resilience and adaptation at Gurnard Luck.</b> Where possible self-help measures to reduce potential flood ingress and damage should be implemented. Some properties in the area may be more suitable for flood "Resilience" measures (i.e. accepting flood water will enter the property and plan for that, e.g. raise the height of the electrical installation) than "Resistance" measures (which are designed to prevent water entering the individual property, where this can be achieved). Privately funded maintenance of existing coastal defences will also be permitted (subject to gaining the necessary consents). The Isle of Wight Council (IWC) will work with community to develop and implement a Coastal Change Management Area plan, supported by the IWC planning process, which will clearly set out the strategy to respond and adapt to the risks, and to avoid inappropriate development in areas at risk. Environment Agency (EA) operation of control structures at the mouth of Gurnard Luck stream is expected to continue whilst feasible. Sound flood response plans linked to EA flood warning systems should continue to be developed and adopted by the community to reduce risks.</p>



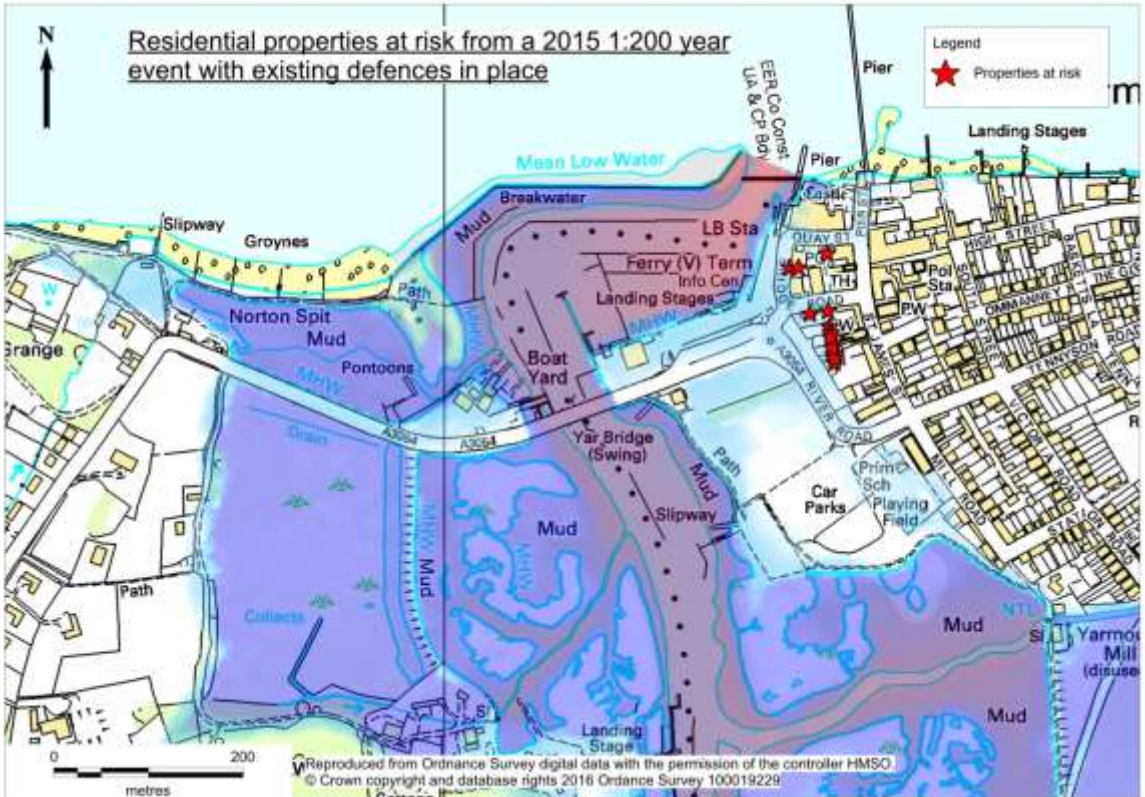
	From:	Comment:	Reply and action taken:
			<p><i>The Strategy recognises that there is a strong community aspiration to improve the Standard of Protection against flooding at Gurnard Luck. Following consultation feedback, further more detailed appraisal of scheme options was carried out to explore the technical and economic case for implementing new raised defences. The outcome of these studies confirmed the need for the adaptation approach outlined above, but also examined the potential for a smaller-scale scheme to reduce risks in the short to medium term. Such a scheme could utilise existing defence elements, and supplement them with additional raised set-back defences around the harbour and along sections of the waterfront, with the aim of achieving a more limited standard of protection (to a current 1:75 year standard) to reduce tidal flood risks to existing properties. The assessment has determined that such a scheme has some economic merit but would require significant local funding contributions to proceed. Further more detailed technical assessment would also be required before seeking to progress a scheme to ensure that other sources of potential flood risk (e.g. tide locking of fluvial flows) are adequately considered, mitigated and not exacerbated by new defences. The assessments undertaken have also confirmed that in the longer term it will become increasingly challenging and unsustainable to mitigate flood and erosion risk if climate change occurs as projected. Due to the increasing long-term risks, the IWC will not be prioritising investment in flood defences or maintenance in this area. A significant funding shortfall would need to be met by the local community (of approximately 200k) in order to supplement potential national Grant in Aid Funding (of a similar amount) for a small scheme.</i></p> <p><i>Therefore, in the absence of available contributions to progress a scheme delivering new tidal flood defences the Strategy recommends community and property level resilience and management of flood risk, with adaptation to the increasing risks. This is the primary approach that this Strategy will deliver. However, if the required contributions for a small scheme could be raised, and it can be demonstrated through further more detailed assessment that such a scheme is technically sound (in respect to other sources of flooding), and is fully supported by those affected, then delivery of required interventions to more robustly reduce flood risk in the short to medium term is recommended. It should be noted that in the event of a small scheme being undertaken, adaptation and flood resilience will still be required within the community. Although such a scheme could provide an improved and modest level of protection, it would be of a relatively short-term nature. The standard of protection will fall over time (with predicted sea-level rise) and there would be the risk of a large-scale event exceeding the height of defences. In the longer-term adaptation will still be needed in this low-lying area in the face of increasing risks.</i></p> <p><i>At Gurnard Cliff there is very limited risk to assets and the <b>preferred option is to allow natural processes to continue.</b></i></p> <p><i>The preferred options are presented by ODUs in the following tables.</i></p> <p><i>For further details, refer to Appendix J: Option Development and Appraisal.</i></p> <p><b>SMZ 5a Preferred Strategic Option:</b> <i>Privately funded community and property level flood resilience and adaptation at Gurnard Luck (up to 2055). Private maintenance of existing assets permitted (subject to obtaining the required consents). In the longer term accept that flood risk will increase due to sea level rise but provide a Coastal Change Management Area Plan to support the No Active Intervention policy. Do Minimum (maintain health and safety) at Gurnard cliff.</i></p> <p><b>W21</b> - <i>In the short term community and property level resilience and adaptation measures are recommended to reduce flood risk to a small number of properties. Due to lack of available funding, it is likely that these measures, along with asset maintenance, will need to be privately funded.</i></p> <p><i>From 2025 onwards a Coastal Change Management Area plan will be developed and implemented by the council to help facilitate community adaptation to increasing levels of risk posed by sea level rise.</i></p> <p><b>W22</b> - <i>Allow natural processes to continue but ensure health and safety compliance.</i></p>
	Continued from above	<p><i>Online questionnaire:</i></p> <p><i>Question 10, Is there any key information you think the Strategy has not addressed?</i></p> <p><i>My comments only relate to W21 - in that I am only able to access the summary report but this tells me the PV Cost is £239,000, and the PV Value is £1,637,000 giving a Benefit:Cost Ratio of 6.8 : 1 There is no explanation as to how the cost, or value, is arrived at. This I would like to know.</i></p> <p><i>Question 12: In what form would you be willing to contribute [to a future coastal scheme for your area]?</i></p> <p><i>My property [name] has a sea frontage of 110 mtrs, much of which has been improved and reinforced this last 6 months. I am not aware of any level survey having been carried out by the EA, or local authority, which would enable a proper evaluation of necessary works to defend Gurnard Marsh. If there is a survey I would like to have sight of it. I feel sure that a combined community approach to improving sea defences, with financial contribution from government funds, could produce a satisfactory sea defence for Gurnard Marsh at significantly lower cost than would be expected if implemented by conventional design and build projects.</i></p>	<p><i>Thank you for your questionnaire. We note that you support the strategy being taken forward overall, but do not support the proposed option for SMZ5.</i></p> <p><i>Please see the replies to comments above from the same respondent which include answers to these queries, thank you.</i></p>

	From:	Comment:	Reply and action taken:
		<p><i>Question 13, Further comments:</i></p> <p>In order to achieve satisfactory sea defences for Gurnard Marsh there has to be a willingness of the community and local government to work together with a common aim . . . but survey information is required in order to establish and prioritise the works necessary to fulfil a complete sea defence. The wider community, by way of amenity, and the economy of the Island, is affected by the eventual outcome of this Coastal Management Strategy so it is important that it is properly explained what works the authorities consider necessary to defend against flooding, the cost of those works, and if combined private and public funding could achieve adequate flood defence.</p>	
6	Resident	<p>Thank you for the useful information about the road show at Yarmouth and West Cowes. Do you intend to have a session at Kings Square or outside the Town Hall in East Cowes?</p> <hr/> <p>Many thanks for the offer of the summary booklets. Yes we would like to distribute some through the town. If they can be delivered to [address] open Mon to Sat 1000 to 1300, we shall deliver copies to the Town Hall, Library, Information Centre and Classic Boat Museum as well as using one in the window display of the [East Cowes] heritage centre.</p>	<p>No change to the reports required.</p> <p>Replied to the respondent during the consultation period to thank them for their interest and explain there was not a separate event planned in East Cowes, but the two events in Yarmouth and Cowes, so there was one near both of the main settlement areas, and at both ends of the Strategy coastline (one for the Yarmouth, Totland, Freshwater area and one for Cowes, East Cowes and the Medina). Offered to supply copies of the Summary Reports if there was anywhere they wished to distribute them in East Cowes? Copies were then provided for distribution in East Cowes through the locations listed. Thank you for distributing the reports during the consultation period.</p>
7	Newport Parish Council	<p>Do you have any posters about the roadshows? We'd be happy to display them.</p>	<p>No change to the reports required.</p> <p>A poster was provided as requested. Thank you for displaying information about the consultation.</p>
8	Resident	<p>I write as the Managing Agent of the above block of 16 apartments. Our property faces the sea and at times of high water or stormy weather the sea comes over the path and up to our boundary. We have expressed our concern about this on many occasions, but as you are having a Road Show to get information and opinion we would comment again as follows:</p> <p>The residents at [name] would like to see temporary "highway " type concrete barriers placed on the edge of the walkways/paths to stop the shingle from coming ashore. The natural tidal movement would then extend the shingle beach eastwards and at the same time extend it outwards thus forming a natural barrier such as exists now westward in front of the Green. Last month contractors spent three days with heavy equipment reducing the level of the beach in front of [name] by approximately a metre .Within days this beach has regenerated itself almost to walkway level and is necessitating the path to be cleared of shingle daily. At the same time the large high shingle deposit that had come ashore opposite the foot of the pathway that is sited next to [name's] west boundary and extended seaward for several metres was also removed to below walkway level. This was then followed by the "scalping " of around a metre of shingle from the top of the beach ridge along the length that extends westward from the [name] to the Beach Cafe. All these areas of beach started regenerating and increasing in height within a few days and a new bank is currently forming ashore at the foot of the pathway next to [name]. The shingle that was removed during this operation was transported by Dumper Truck to an area of beach approximately half a mile westward where lorries fitted with grabs loaded it, then drove approximately a mile towards Gurnard where the process was reversed and the shingle was dumped over the sea wall. A complete waste of time and money. We are extremely concerns that the wall to our boundary now forms the "sea wall" at many times of the tide and therefore we are requesting that some action is taken to assist or resolve this. I would appreciate a response at some point.</p> <p>_____</p> <p>(23/06/16)</p> <p>Thank you for your response which has been passed to the directors of [name]. If they have any further comments to make I will be in touch prior to the 30<sup>th</sup> June 2016.</p>	<p>No change to the reports required.</p> <p>Thank you for your comments. The Strategy proposes a priority scheme to refurbish the Cowes-Gurnard seawall at its current height (from 15 years' time onwards) and explains the combination of national funding and substantial local contributions that would be required to do so under the new partnership funding system. Full details of the proposed scheme were provided to the respondent during the consultation period in reply to this comment. Waterfront property owners may also wish to consider the potential for privately funded works on their own frontage and we would be interested to hear further ideas on your proposals to provide further advice.</p> <p>IWC Commercial Services advise they undertook recent beach levelling works to remove a footpath obstruction that was becoming a hazard. The height of the beach near Princes Green had got so high that it was continuously being washed onto the footpath. In order to prevent this regularly occurring throughout the summer they lowered and transported the beach material; The height of the adjacent section of the beach where the material was deposited had dropped considerably. Although not a permanent fix, and the beach is slowly re-building itself, the aims and objective were achieved, removing the need for the daily path clearance that was occurring before the work occurred.</p>
9	Natural England	<p><u>Flood and Coastal Risk Management consultation – Strategy advice to the Environment Agency: West Wight Coastal Flood and Erosion Risk Management Strategy 2016 Isle of Wight Council</u>  <u>Location: Isle of Wight</u></p> <p><i>Solent and Southampton Water Special Protection Area (SPA)</i>  <i>Solent and Southampton Ramsar Site</i>  <i>Solent Maritime Special Area of Conservation (SAC)</i>  <i>South Wight Maritime Special Area of Conservation (SAC)</i>  <i>South Wight Downs Special Area of Conservation (SAC)</i>  <i>Solent and Dorset Coast Provisional Special Protection Area (pSPA)</i>  <i>Headon Warren and West High Down, Colwell Bay, Yar Estuary, Bouldnor and Hampstead Cliffs, Newtown Harbour, Thorness Bay, Medina Estuary Sites of Special Scientific Interest (SSSIs)</i>  <i>Isle of Wight Area of Outstanding Natural Beauty (AONB)</i>  <i>Tennyson and Hamstead Heritage Coastlines</i></p>	<p>No change to the reports is required.</p> <p>Thank you for your response and your support of the proposals in the Strategy.</p> <p>Natural England's full comments are noted, in relation to this Strategy and future schemes.</p>

	From:	Comment:	Reply and action taken:
		<p>Thank you for your consultation dated 6th May 2016 which was received by Natural England on 6th May 2016.</p> <p><u>Summary of Natural England's advice (answer only yes or no):</u>          -Is the proposal likely to lead to an environmentally acceptable solution? YES          -Is the proposal likely to require an Appropriate Assessment under Habitats Regulations? NO</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>Following the information received from the body above regarding this strategy, we write to confirm that it is Natural England's view that <u>it is likely to lead to an environmentally acceptable solution.</u></p> <p>Furthermore, based on the information available to date, Natural England anticipates that the strategy is not likely to have a significant effect on a European or Ramsar site and therefore is <u>not likely to require Appropriate Assessment</u> under the Conservation of Habitats and Species Regulations 2010.</p> <p>However, we stress that this advice is provisional and will need to be reconsidered for the purposes of the Habitats Regulations in the light of any additional information, because the strategy might affect The Solent and Southampton Water SPA/Ramsar, the Solent Maritime SAC in association with maintenance of coastal defences at scheme level. The Habitats Regulations requirements in relation to any schemes proposed supported by this strategy will be considered separately.</p> <p>Since operations arising from this strategy might affect SSSI(s), we stress that this letter does not constitute Natural England's assent or advice for the purposes of section 28H of the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000). When details of a proposed operation become available, and before carrying it out, the operating authority, having considered its general duty under section 28G(2) of the Wildlife and Countryside Act 1981, is required to give notice to Natural England. The operating authority is required to carry out the operation in accordance with the provisions of section 28H of the Wildlife and Countryside Act 1981 if the proposed operation is within the vicinity of a SSSI.</p> <p>This advice is offered based on the information provided to date. It is given without prejudice to any advice that Natural England may offer in accordance with its statutory role under the Conservation of Habitats and Species Regulations 2010, or any assent that may be required under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000). Formal comment on the proposal will be provided following consultation on the Environmental Statement as required under the relevant Regulations. We look forward to receiving further information as the proposal is developed.</p> <p>Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.</p> <p><i>Additional clarification received:</i></p> <p>The comments which were sent before also apply to the Needles MCZ. In that I cannot perceive an adverse effect to the interest features from the strategy especially as the strategy does not propose and changes to the coastline compared to the SMP in the area covered. As before any project associated with the strategy will need to assess the impacts at the time of design and before implementation to mitigate any adverse impacts.</p> <p>At this stage although not likely to be impacted, but because of its location as an inshore MCZ, it should not be omitted from environmental analysis of the strategy It has features which are also listed as SAC features and habitats which act as SPA supporting features and these are covered under the Habitat Regulations Assessment however, the Subtidal features are not and although unlikely to be affected by flood defence works directly there is the possibility that indirect effects such as dredging, pollution and/or contamination caused by flood defence projects could impact.</p>	
10	Historic England	<p>I have just completed the questionnaire in response to this consultation, but your website appeared to crash when I submitted it so I am not sure if you have received it or not.</p> <p>If not, then we supported the proposed management approach to SMZs 3,5 and 6, and did not support the proposed approach to SMZs 1, 2 and 4. However, we also added the following text:</p> <p>Whilst it makes it easy to respond, this questionnaire is rather crude in only allowing for yes or no answers to many of the questions. Some explanation of the responses Historic England has given earlier is therefore required.</p> <p>As the Strategy and SEA acknowledges, there are numerous designated (nationally important) heritage assets around this stretch of coastline that are or will or may potentially be affected by flooding or coastal erosion. Where it is proposed that natural processes be allowed to continue (SMZ1 and SMZ4) a number of designated heritage assets and non-designated archaeological remains will be at threat of damage and eventual loss unless</p>	<p>Thank you for your responses, your full comments are noted, with responses on specific points provided below:</p> <p>We note your support of the proposed approach for SMZ 3, 5 and 6 and, whilst recognising the impacts, your acceptance of the proposals for SMZ 2 and 4, and we would be happy to discuss these proposals further with EH and during the development of future priority schemes.</p> <p>Regarding SMZ1, in the light of your comments, we note your concerns over loss of the unique heritage features in this area, and would welcome further discussions on this matter as proposed. The wording of what is at risk on page 61 has been clarified regarding the key heritage sites. However, the Strategy still feels that the physical geography of this area is such that there is not a sufficient case to be made for implementing new coastal defence structures in this area at the foot of the cliff, to prevent further erosion. The features are not thought to be at risk in the short term. The narrow 137 metre high headland is surrounded on three sides by near-vertical Chalk cliffs, and the extent and scale of the defences and cliff works that would be required to prevent erosion and wave attack from the Atlantic storm</p>

From:	Comment:	Reply and action taken:
	<p>localised measures are implemented.</p> <p>Ideally, of course, we would like to see these assets protected by appropriate coastal defence measures. However, whilst we hope that the loss of a heritage asset would be rare, we have to be realistic when it comes to public expenditure and accept that even designated heritage assets may not themselves be of sufficient justification alone for expensive coastal protection works to secure their preservation in the absence of other public benefits that such works might provide. Only where more than one asset would be lost or the site is unique and not replicated elsewhere is there likely to be justification for coastal protection. The Needles Headland would fit into this category with its assemblage of scheduled monuments and listed buildings, including the High Down Test Site, the structures of which are nationally unique. We consider therefore that there is an argument for the defence of this coastline or at least of these heritage assets, if possible, and would welcome further discussion on this matter.</p> <p>The loss of the Grade II* Fort Albert and the remains of the medieval town of Newtown (a scheduled monument) would be highly regrettable, but places where expenditure on extensive flood defences may not be justified in the absence of other benefits from that protection. (Hence we reluctantly accept the proposed management approaches for SMZ 2 and SMZ 4 rather than support them). Again, we would welcome the opportunity to discuss these sites with you.</p> <p>Where we accept that a loss will occur we would want to see investigation and analysis to capture the evidential value of the asset. Such investigation and analysis should be funded by coastal managers as part of a project cost where they are taking specific actions such as a deliberate decision to breach seawalls to permit coastal realignment and the harm to assets is a consequence of this. The same principle applies if there is habitat enhancement taking place which results in harm to heritage assets.</p> <p>Therefore, if the proposed coastal change management area for SMZ 2 would lead to harm to the Grade II Warden Point Gun Emplacement and/or the Grade II* Fort Albert or the managed realignment for ODU W14 would lead to harm to or loss of the Grade II* St Swithin' Church, or the Grade II tombs and monuments in the churchyard, Yarmouth Mill, Thorley Manor or Goldings, we would look to the investigation and analysis to be funded by the proponents of the schemes.</p> <p>However, this can be difficult where the approach to coastal protection is to allow existing natural processes to continue, where the loss of the asset is not part of a deliberate action but rather "an irresistible act of nature". In such instances it might be unreasonable to expect the coastal manager to fund investigation and analysis and Historic England will need to take a considered view on whether to step in to fund it and, if so, when (i.e. just before the loss is imminent but whilst it is still safe to do so).</p> <p>Finally, some specific comments.</p> <p>On page 10, we welcome the reference to Conservation Areas and listed buildings, but why is there no mention of Scheduled Monuments and Registered Historic Parks and Gardens? Heritage Coasts are defined, not designated - there is no statutory designation process.</p> <p>On page 21, "heritage assets" include listed buildings. Why are these not quantified?</p> <p>The map on page 29 is titled "Heritage and landscape designations around West Wight", but does not show any historic heritage designations.</p> <p>The paragraph on heritage assets on page 31 is very superficial compared to the amount of text devoted to nature conservation. "Heritage England" should be "Historic England".</p> <p><i>Additional comments submitted in online form, in answer to the question 'Is there any key information that you think the Strategy has not addressed?':</i></p> <p>The historic environment focus is on designated assets and on buildings rather than non-designated and as yet unknown archaeology. Obviously this must be the case at this strategic level, as how can we protect what we don't know exists? However, certain stretches of the coast will have greater potential for as yet unknown but potentially significant archaeology to survive. To ensure that this is flagged up at this early stage, it might be</p>	<p>waves would be prohibitively expensive. The impacts of defences on the iconic natural landscape and widespread national and international environmental designations throughout the area would also be extensive. The Shoreline Management Plan policy for this area set in 2010 is 'No Active Intervention'. The narrow 137 metre high headland is surrounded on three sides by near-vertical Chalk cliffs.</p> <p>On the nearby coastline, a short section of the otherwise unprotected Chalk clifftop at Afton Down has been stabilised temporarily using a beam and ground anchors within the top few metres of the 70m high cliff, to delay the loss of the coastal road, although these works require full removal at the end of the life of the scheme to allow the cliff top erosion to 'catch-up' with the profile on the rest of the cliff below, which is continuing to evolve naturally.</p> <p>The Strategy (Chapter 5, page 61) recognises that:</p> <p><i>'The Needles Old Battery site is a key heritage feature within this zone (together with the nearby sites of the Needles New Battery and High Down Rocket Testing Site) and there is a recognition that this asset may be at threat of erosion in the longer term and localised adaptation or mitigation may be required.'</i></p> <p>We note your request that future specific schemes should include investigation and analysis of any anticipated loss of historic features, including as part of habitat creation opportunities. The potential Managed Realignment scheme for Thorley Brook (W14) in the medium-term should consider heritage features during scheme design and construction as proposed. The proposal for SMZ4 is to let natural processes continue. As you noted, for SMZ 2, the proposals do not include any proposals to actively remove defences, but they do recognise that the current defences cannot currently be affordably replaced and therefore natural loss will occur over time with the coast gradually re-establishing its natural behaviour. We welcome your proposal for Historic England to take a considered view at the time on whether to fund investigation and analysis of historic features at imminent risk in these circumstances. We will also consider all characteristics of the area including heritage features when designing appropriate land use planning policies for the area at risk in the proposed Coastal Change Management Area plan.</p> <p>Page 10 of the Main Strategy has been amended to read: <i>'Many of the current settlements on the Island are historic, with 32 Conservation Areas, almost 2,000 listed buildings, 122 Scheduled Monuments and 9 Registered Parks &amp; Gardens.'</i></p> <p>The following paragraph has been amended to read that Heritage coasts are 'defined'.</p> <p>The summary line on page 21 has been amended to read: <i>'Heritage assets (including 6 Scheduled Monuments and over 100 Listed Buildings). Key heritage features at risk are also highlighted in the individual area descriptions where relevant (e.g. The Needles Old Battery in Chapter 5 or Yarmouth Castle SM etc. in Chapter 7) and historic features are comprehensively listed in Appendix G, the Environmental Report.'</i></p> <p>The map has been updated.</p> <p>On page 31 the paragraph has been amended to read: <i>'There are also a range of heritage assets around the West Wight coastline (including 6 Scheduled Monuments and over 100 Listed Buildings) and the risk flooding and erosion to these features has been recognised in the development of the preferred management options in the Strategy. 'Heritage England' has also been amended to 'Historic England'.'</i></p> <p>Regarding <a href="#">Appendix E</a>, the Environmental Report:</p> <p>The sentence at the end of Section 10.8 has been amended as proposed to read: <i>'Number of archaeological priority areas at risk of flooding and erosion.'</i></p> <p>The sentence at the end of Section 10.3 has been amended as proposed to read: <i>'The potential for undiscovered archaeology and preserved organic and palaeo-environmental remains.....'</i></p>

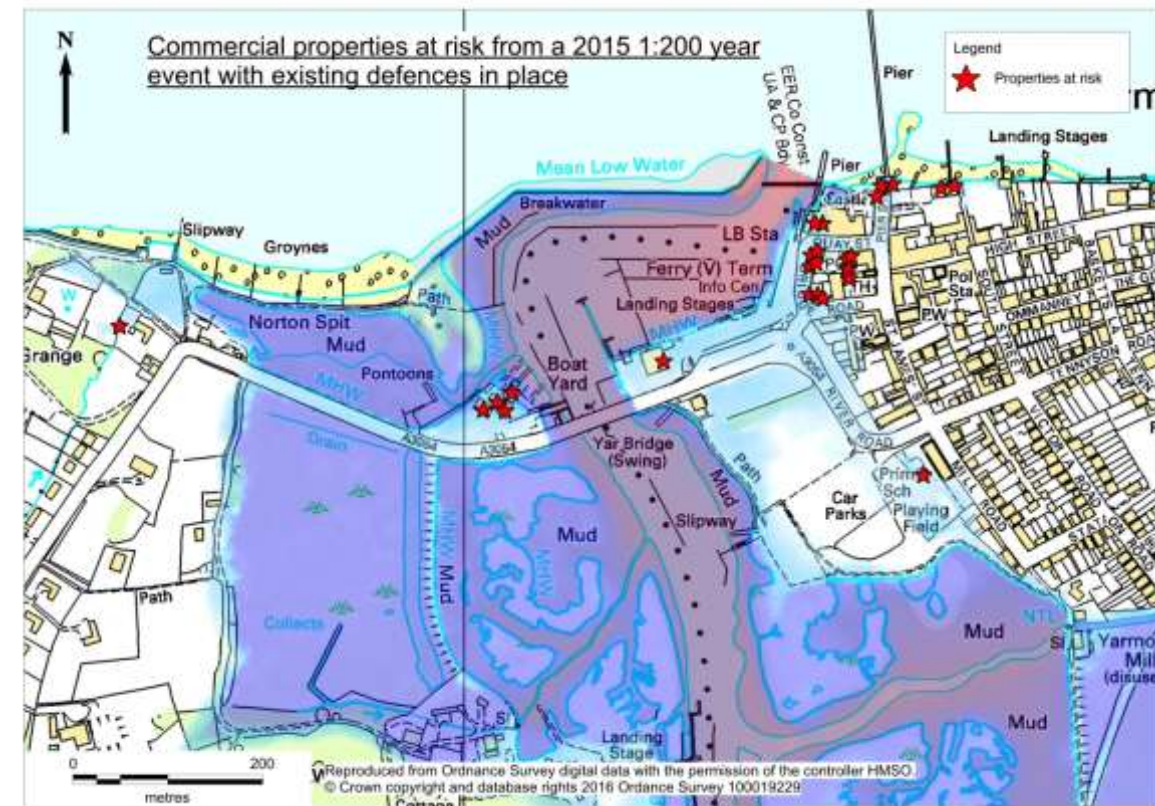
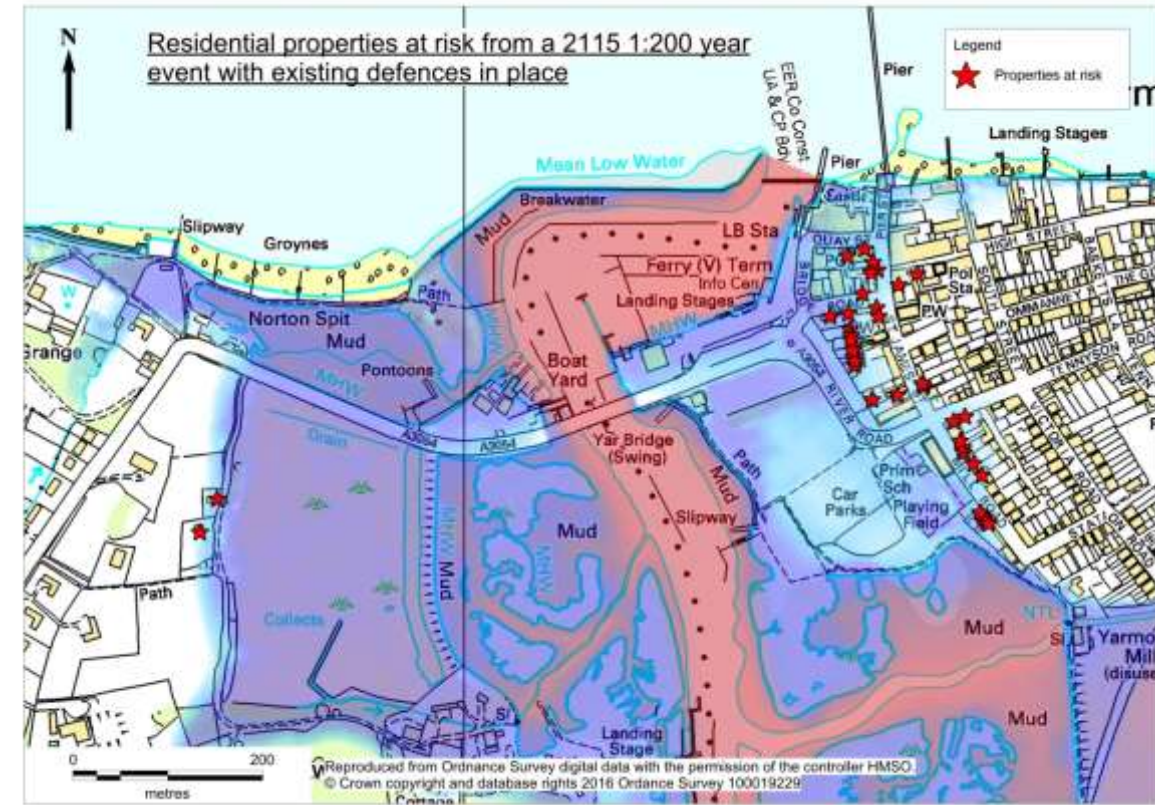
	From:	Comment:	Reply and action taken:
		<p>worth adding 'numbers of archaeological priority areas at risk of flooding and erosion' to the list of things to be monitored that might indicate change in the condition of heritage assets (10.8).</p> <p>Further to the above, the final paragraph in 10.3 usefully mentions the potential for undiscovered organic and past environmental remains and the need to consider these when implementing future measures and actions derived from the Strategy. It might also be worth adding archaeology here (ie: 'The potential for undiscovered archaeology and preserved organic and palaeo-environmental remains.....') And in support of both these points, could Figure 10.1 also show archaeological priority areas and a spread of information from the HER to show the distribution of non-designated heritage assets?</p> <p>It might be worth mentioning in 10.4 and 10.5, that although the Strategy would have if anything a positive impact on heritage assets over time, through increased flood protection, where protection by flooding is to be implemented by managed realignment (e.g. the Yar Estuary), this is likely to have a negative impact on buried archaeology within the area that will revert to intertidal environments.</p> <p>SMZ 4 also includes Bouldnor Battery Scheduled Monument, but although the Strategy mentions that there is a cluster of scheduled monuments at Newtown it does not mention Bouldnor Battery.</p>	<p>Regarding Figure 11-1, archaeological potential areas have not been mapped so cannot be added to the map. Regarding the HER data the figure has been updated and placed in Environmental Report.</p> <p>Sentence added to the end of section 10.4 to read: <i>'Where managed realignment is proposed (e.g. Thorley Brook), this may have an adverse impact on buried archaeology within the area that will revert to intertidal environments.'</i></p> <p>Main Report, page 104, has been amended with an expanded description of the heritage assets in the area, including addition of Bouldnor Battery as a Scheduled Monument.</p>
11	Hampshire & Isle of Wight Wildlife Trust	<p>Please find attached the Wildlife Trust's response to the above coastal strategy</p> <p>Please do not hesitate to contact me should you wish to discuss our comments.</p> <p><u>PROPOSAL:</u> WEST WIGHT COASTAL FLOOD AND EROSION RISK MANAGEMENT STRATEGY</p> <p><u>LOCATION:</u> WEST ISLE OF WIGHT FROM FRESHWATER BAY TO EAST COWES</p> <p><u>DESIGNATED SITES:</u> SOLENT MARITIME AND SOUTH WIGHT MARITIME – SPECIAL AREA OF CONSERVATION (SAC) SOLENT AND SOUTHAMPTON WATER – RAMSAR &amp; SPECIES PROTECTION AREA (SPA) HEADON WARREN AND WEST HIGH DOWN; COLWELL BAY; YAR ESTUARY; MEDINA ESTUARY; NEWTOWN HARBOUR; FRESHWATER MARSHES AND THRONESS BAY – SITE OF SPECIAL SCIENTIFIC INTERESTS (SSSI)</p> <p>Thank you for consulting the Wildlife Trust on this coastal strategy, we welcome the opportunity to comment. As you will be aware, we are the leading nature conservation charity in Hampshire and on the Isle of Wight and have been protecting local wildlife and inspiring local people for more than 50 years. We manage 48 nature reserves and are supported by over 25,000 members and 900 volunteers.</p> <p>In response to this consultation we have provided a general comment relating to all of the Strategy Management Zones rather than specifically answering in the format of the online questionnaire/response form. We have adopted this approach since we consider that the online questionnaire is more geared to individuals rather than organisations such as the Trust; we hope this approach is acceptable.</p> <p>We consider this strategy to be sound and acknowledge the need for the on-going defence of urban areas. We are however concerned with the assertion that privately funded defences <i>"will be permitted subject to normal consents"</i>. Given the highly designated nature of much of the coastline being considered in the strategy, it will be necessary to fully consider the implications of any privately funded defence works through strict regulatory processes, such as the Environmental Impact Assessment Regulations or Habitats Regulations. It will also be necessary to gain Site of Special Scientific Interest consent from Natural England where proposals may adversely impact interest features.</p> <p>The suggestion that privately funded schemes would be permitted could lead to a piecemeal approach to coastal defences which is contrary to the purpose of this strategic document, and we are opposed to this approach. As such, we consider that a change of wording is required; "privately funded defences will be <i>considered and fully scrutinised through the appropriate regulatory processes</i>". Our reason for suggesting that it cannot be concluded in an area where the strategic approach is managed re-alignment, that permission for individual schemes will be consented, until such times as the potential impacts have been considered, mitigation measures implemented and appropriate consents given.</p> <p>We support the proposals for a managed re-alignment at Thorley Brook, and would welcome the opportunity to assist the Council on this matter in the future.</p> <p>The above advice is given based on the information made available at this time and may change should further</p>	<p>Thank you for your comments, including your view that the Strategy is sound and your support of the proposed realignment at Thorley Brook in the medium-term.</p> <p>We appreciate your concerns over ensuring future privately funded defences are properly scrutinised. This new Strategy sits as the tier underneath the high-level Shoreline Management Plan (adopted in 2010), and the overarching SMP policies will still apply (e.g. 'No Active Intervention' and 'Hold the Line'), and they will influence where defences are and are not permitted, and the usual processes for new defences and defence improvements will still apply.</p> <p>In SMZs 1 (Needles Headland), SMZ 4 (Newtown Estuary/north-west coast), and 3b (inside the Western Yar Estuary) which are mainly natural and undefended, these have Shoreline Management Policies of <i>No Active Intervention</i> which would not support new defences. Additionally, the wording of the Strategy in these areas specifically refers only to <i>maintenance of existing</i> defences being permitted (subject to gaining the necessary consents) as private owners have certain rights to maintain their existing structures. Private structures are generally scarce on these natural coastlines.</p> <p>Similarly, in SMZ2 (Totland and Colwell) and SMZ 5a (Gurnard Luck), these are mainly defended already, but there is not currently public funding available to replace the defences, and the Strategy specifically refers to maintenance of <i>existing</i> defences being permitted subject to gaining the normal consents.</p> <p>In the other areas, especially SMZ 3a (Yarmouth), 5b (Cowes headland) and SMZ6 (Cowes and East Cowes) where defence <i>improvements</i> are planned, these are already defended shorelines with a <i>Hold the Line</i> Policy, which was set in the SMP in 2010 with the full required environmental assessments at the time. Future proposals for defence upgrades, including public, private and developer -led schemes, would require the full appropriate level of scrutiny and consents at the time, as advised.</p> <p>Wordings in Chapters 5 to 10 of the Main Report (for SMZ 1 to 6) have been checked and clarified to ensure that where maintenance of existing private defences (or improvement of private defences) is mentioned it also includes the wording on this being subject to gaining the necessary consents. However the additional wording proposed has not been added as the Strategy refers specifically to maintenance of existing structures only, or these areas are in currently defended areas with a <i>Hold the Line</i> shoreline management policy in place since 2010 (&amp; here wording to highlight the need for consents is also included). There are no undefended coastlines where the Strategy states new private defences would be permitted.</p> <p>I hope this clarification is of assistance, and thank you for your consideration of the Strategy.</p>

	From:	Comment:	Reply and action taken:
12	Yarmouth Coastal Defence Working Group	<p>or amended details be submitted. We trust that you will find our comments helpful in determining this plan and if you wish to discuss these matters further, please do not hesitate to do so. I also ask that you keep the Trust informed of the progress and outcome of this plan.</p> <p>[By email] I attach Yarmouth Coastal Defence Working Group's response to questions 9, 10,13, 15 of the online survey. We have completed an online survey but are concerned that our views are not summarised in any way so that the Strategy team are shown our views in full.</p> <p>The format of the online survey did not take the Cut and Paste completely, so that side headings were not copied in bold. This does not make for clarity and is therefore another reason for sending an additional submission to you by email.</p> <p>Some of the box ticking questions in the online survey were not satisfactory for group submissions, such as ours or Local Councils, in particular questions 6 and 15.</p> <p>The Group looks forward to hearing further about the Strategy.</p> <p style="text-align: center;"><u>Yarmouth Coastal Defence Working Group response to West Wight Coastal Flood and Erosion Risk Management Strategy: Public Consultation 31.3.16 – 30.6.16.</u></p> <p><u>Question 9.</u> Are you in support of the strategy being taken forward to guide coastal flood and erosion risk management for the next 100 years?</p> <p>No. (additional information provided in Question 13):</p> <p>a. Question 9: our negative response reflects our view that it is impossible to predict the changes that will occur in the next hundred years to natural features and structures, costing, sea level rise predictions and erosion. Therefore our preferred response to Q9 is "Only if the strategy is a dynamic document which is regularly updated."</p> <p>b. We were pleased to see a well researched Strategy with evidence in 10 detailed appendices of background surveys and assessments. A solid foundation for the Strategy which will be used for financial bids. The link with Cowes in any bid for funding for the temporary barrier proposal is sensible.</p> <p>c. Partnership Funding. There are serious concerns about the availability of partnership funding, given the small residential population and lack of large businesses in our area.</p> <p>d. SMZ 3a Yarmouth Area Ws 8-9, 15-17 The figures in the properties at risk tables on page 75 (Main Strategy Document) appear to be underestimated. Could they be revised? Could we see which properties have been included, as there are so few this should not be difficult to give? We are concerned as these figures are an important part of the benefit : cost ratio. Such tables should form part of the proposed 5 yearly review.</p>	<p>Thank you for your comments. Full responses to the points you raised are provided below.</p> <p><u>Question 9:</u></p> <p>a. Thank you for your support of the Priority Scheme for use of Temporary Flood Barriers in Yarmouth and the Epoch 2 scheme to protect the Yarmouth Bouldnor road.</p> <p>It is noted (regarding the additional information provided for Question 13) that your answer 'no' to the question of overall support of the Strategy is related to the request for regular updates to the Strategy to be made. We understand this request as the Strategy is developed based on the best available information at the time. The Risk Management Authorities (IWC and EA) wish the Strategy to be a useful and relevant document, and will ensure that all future Schemes (arising from the Strategy) are developed in full accordance with the latest information and guidance at the time each is progressed. Future updates to the Strategy itself are not planned on a specified timetable as they would instead be triggered based on need, with an application submitted into the national Grant in Aid forward programme outlining the evidence to support the request. This would be assessed on a national scale, against similar projects, to ensure the limited funding is directed towards areas at greatest risk.</p> <p>b. Thank you for your support of the Strategy on this point.</p> <p>c. We note your concerns over the availability of Partnership Funding, which is the reason the Strategy proposes short and medium term temporary measures, to give more time towards seeking contributions towards a long-term solution to help maintain the viability of the area. If funding cannot be collected or secured, plans will need to be revisited in the medium term to ensure decisions made in the area are in full accordance with the level of risk.</p> <p>d. Maps produced showing properties at risk are shown below. The properties are primarily located in the west side of Yarmouth, closest to the harbour. The land slopes gently up as you move into the centre of the main urban area and therefore only those properties closest to the Harbour are at risk. It should also be noted that in the future maps any properties that are predicted to be lost through erosion are, once lost, then not counted as at further risk from flooding.</p> 

From:

Comment:

Reply and action taken:



From: Comment:

Priority Scheme now to 2025. W15 - 16 Temporary Flood Barriers are a welcome priority. Their use should show what is needed in a flooding event. We took note at the exhibition of the EA investigations funded by Supporting Communities that Remain at Risk. We urge co-ordination with Yarmouth Harbour Commissioners.

Epoch 2 (aspirational from now and 2025 onwards) Priority Scheme. W17 Bouldnor Road refurbishment (810m). A3054 east of town at risk from erosion – important highway link + under road utilities/services corridor and environmental impacts if breaching occurs into Thorley Brook. Preferred option is welcomed: short term maintenance then refurbishment of sea defences in area fronting the road. Maintenance is urgently needed now to repair the holes made in the Common seawall by storm surge events in the last few years. The longer term likely increase in flood and erosion risk to Yarmouth will require careful study of raised and new defences. Yarmouth's unique quality in the Island's settlements should be defended.

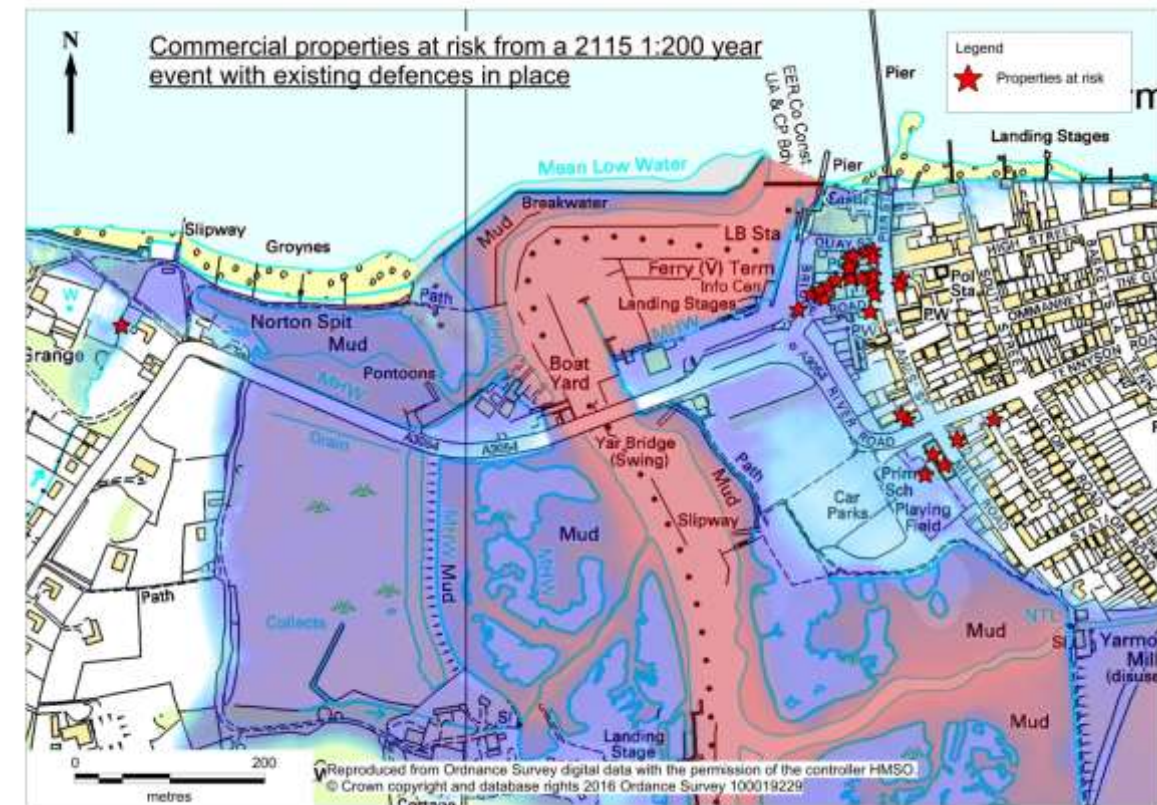
e. SMZ 3c Freshwater W11 - 12 The maintenance of defences at Freshwater Bay and the Causeway will always be important for the Western Yar Valley / Yarmouth.

Question 10. Is there any key information that you think the strategy has not addressed?

Yes

- a. A review of the Strategy every 5 years is recommended to be written into the Strategy. This would make the Strategy a dynamic document. Account would be made of changes / developments in natural features and structures, costing, sea level rise predictions and erosion. Unpredictable storm surges appear to be on the increase, for example in the last 10 years there have been many storm surges (March 2008, winter 2013-14) and events such as the Totland landslip (December 2012).
- b. Maintenance. The Strategy presumes that normal maintenance continues. The Working Group suggests that planned preventative maintenance be included in the Strategy rather than relying on reactive maintenance. Inspection of coastal defence structures is needed every 3 years. We suggest that new and innovative ways of maintaining structures be considered, like the Artecology project based in Sandown Bay.
- c. Groynes. The Group would like to know why groynes are not presently maintained or even mentioned in the Strategy as effective defence. They certainly helped to prevent scouring in the past. The groynes off Yarmouth Common and Freshwater Bay have been left to decline. Could they be reinstated and maintained – less costly and reduce wear on existing structures? Dog tooth style groynes are an effective barrier in holding sediment and spoil as, for example, those off Beaulieu. It is disappointing that the ideas submitted at the public consultation in February 2015 about the Freshwater Bay groynes, and followed up by a local resident's written submission to the Strategy team, seem to have been ignored and there has not even been an explanation given. We hope the team will reply on this point.
- d. SMZ 3a W9 ,W 15-17: The ferry is important to West Wight and requires roads and Yar Bridge to be maintained.
- e. W9 Has raising the level of the A3054 west of the town and the Yar Bridge been considered for the longer term in order to maintain communications during storm surges?

Reply and action taken:



*Priority Scheme now to 2025:* Thank you for your support of the Priority Scheme for use of Temporary Flood Barrier in Yarmouth. We note your request for coordination with Yarmouth Harbour Commissioners in taking the scheme forward..

*Epoch 2 (aspirational from now and 2025 onwards) Priority Scheme:*

Thank you for welcoming this preferred option and proposed scheme to protect the Yarmouth-Bouldnor Road. We note your highlighting the need for maintenance of a section of the Common seawall in the short term. This section is the furthest distance from the road. Funding for the maintenance works in the short term will be the subject of further discussions between the interested parties with respect to short-term budget availability and prioritisation.

In the medium term, costs for the scheme to protect the 810m of the seawall where the road is closest to the coast (i.e. within the erosion risk zones) will need to be found from a combination of national and local funding (as described in Chapter 11 of the Strategy), and this will include seeking contributions from all interested parties.

e. We note your support for seeking to maintain defences at Freshwater Bay and The Causeway.

Question 10:

a. Review: We note these points and please see the reply to Question 9 point a. above.

b. Maintenance: We note your proposal for planned preventative maintenance and request for inspection of structures every 3 years. All IWC owned coastal defence structures are currently inspected monthly, and all other coastal defence structures are inspected periodically. Maintenance and repairs are planned and undertaken based on risk, with regard to urgency, budget availability and seasonal working.

c. Groynes: We note your request for repair of the groynes off Freshwater Bay and Yarmouth Common. The Strategy is not proposing immediate Schemes in these two areas, but has highlighted the need for the refurbishment of these seawalls at the end of their residual life, in the medium-term. Where structures are IWC owned, they will be assessed and prioritised alongside other maintenance needs based on risk. In areas where groynes are privately owned, or if private contributions are available, they could be repaired and maintained subject to obtaining the necessary consents. Groynes can be an element of a new scheme, but often do not remove all risk on their own. When the time comes to undertake detailed Scheme design for future works to refurbish or replace the seawalls along the Yarmouth-Bouldnor road and at Freshwater Bay, the condition and role of the groynes should be considered, and we have added a note to this effect to the Strategy in Appendix J (the Options Appendix, in Section 7 which provides more details on each of the Preferred options), specifically at the end of section 7.3 and the end of section 7.5.

The point regarding Freshwater Bay was clarified with the respondent and we understand that the idea was raised during the February 2015 and Spring 2016 drop-in consultation events (workshop and roadshow day). The Strategy has been clarified on this point in answer to this query, with the addition of the following paragraph of explanation in section 7.5 on the preferred options for Freshwater Bay:

*'Regarding the use of groynes in Freshwater Bay, the Strategy does not propose lengthening groynes as the environment is international designated, as well as the cost constraints outlined above. Similarly, it does not propose raising the height of the groynes, as this would potentially raise rather than lower the height of storage of beach materials at the back of the beach, and therefore not assist in reducing amount of the beach materials that can be*



	From:	Comment:	Reply and action taken:
		<p>f. <u>SMZ 3b: Western Yar Valley Ws 10 &amp;13 - 14</u>  <u>W14</u> should include the defence of Thorley Road, B3401, which often floods cutting off communication between Yarmouth and Thorley, and during Yar Bridge problems provides an alternative route between West Wight and Yarmouth ferry / town. Defence for this road should be in the Strategy.</p>	<p><i>pushed up onto the defences during storm events. The beach also provides a degree of natural protection to the ageing seawall, which will be difficult to replace at the end of its life as funding is limited, although there is the aspiration to do so, as stated above. The Strategy highlights the importance of refurbishing the seawall in the medium term, at the end of its residual life, to prevent a breach. The maintenance of the existing groynes in area in the short term is an issue for consideration in the prioritisation of local level maintenance funding by the asset owner. When the time comes for more comprehensive refurbishment of the seawall in the medium term, the condition and role of the groynes in the area should be considered during the detailed scheme design. Further information on coastal monitoring and beach profiles in the area is provided in Appendix C of the Strategy on coastal processes.'</i></p> <p><i>d.. Ferry: This point on the importance of the ferry and road links is noted, and the Strategy has sought to identify where coastal defences play a role in protecting these assets now and in the future. Details of how the road and ferry economics were included in the Strategy were published as section 3.4 of Appendix F of the Draft Strategy, the Economics Appraisal, on <i>Transport infrastructure disruption</i> due to flood and erosion risks.</i></p> <p><i>e. The text in regarding W9 has been updated to clarify the long term approach especially regarding the road. The cash cost table (in options and economic appendix) for 2055 has had extra details added, now the detail reads 'maintain frontage, earth bunds or new walls prevent erosion of road and improve flood standard of protection'. In the Options Appendix description of SMZ3a the following has been added (and W9 summary description updated to reflect this):</i></p> <p><i>'the A3054 west of the Yar Bridge is another key link from Yarmouth to the west of the Island. The preferred option in this location is to maintain the existing defences including the timber planking running parallel with the coastline, adjacent to the breakwater, that supports the small beach and shelters the Norton Spit Site of Special Scientific Interest behind, during refurbishment the condition and role of the groynes in the area should be considered. Maintenance in this area coupled with the maintenance/improvement of the breakwater will provide protection for this section of coastline including the road in the short to medium term. In the longer term with increasing sea levels, the preferred option is to improve the road defences by primarily preventing erosion and also potentially improving the flood standard of protection through earth bunds or new walls. During scheme design it will be considered whether new defences should be provided adjacent to the road or whether the existing defences in front of the Norton Spit can be improved taking into account the environmental designated land behind.'</i></p> <p><i>In the main document the W9 description the text has been changed from 'Maintain existing assets' to 'Maintain existing assets to prevent erosion of the A3054'.</i></p> <p><i>f. W14 This Coastal Strategy examines the coastal risks of flooding by the sea and erosion. Whilst the solutions proposed need to take account of other risks, it is not the role of the Coastal Strategy to address inland fluvial flood risk. With regard to Thorley Brook in particular, the short-term proposal of maintaining the present defences at the mouth of Thorley Brook will prevent tidal flooding from entering the valley, and therefore this issue is addressed at an appropriate level for this Strategy. Regarding the disruption to the transport infrastructure upstream at Thorley Road and bridge, issues of the local operation/maintenance of the bridge structures and fluvial flooding are noted and have been shared with the relevant agencies, and should be taken forward with the asset owner and relevant parties. In the medium-term, the Coastal Strategy proposes a Coastal Defence Scheme of managed realignment in Thorley Brook, restoring tidal ingress into the valley. Detailed Scheme design would be undertaken at the time with full consideration for all assets and features in the area, including properties, road, habitats, environment, access, heritage features and archaeological potential.</i></p> <p>We appreciate your concerns about the future of the Yarmouth area and the pro-active role the Yarmouth Coastal Working Defence Group has taken in examining and addressing these issues.</p> <p>The Strategy has assessed the evidence against the latest guidance and funding system to enable realistic prioritisation of future risks and schemes on the Island. It has highlighted future need which allows time to prepare for future schemes and to inform appropriate decision-making in areas where risks cannot be mitigated.</p>
13	Yarmouth Town Trust	<p>The Trust has submitted a response to the Strategy online but wish to ensure that its full views are seen by the Strategy team. We have therefore attached to this email copy of responses to some of the questions and would be grateful if you could arrange that these are seen in full.</p> <p><u>Yarmouth Town Trust response to West Wight Flood and Erosion Risk Management Strategy</u>  In addition to our submission made online, we request that notice is taken of our views in full to questions 10 and 13 as repeated below.</p> <p><u>Question10.</u> Is there any key information that you think the strategy has not addressed?  Yes  Zone 3  i. Yarmouth infrastructure. The ferry is important as an Island Gateway and especially for West Wight. The A3054 from Port la Salle to Halletts Shute, including the Yar Bridge, should be considered as a continuous entity in respect of coastal defence. Will the A3054 to the west of the town require raising in the long term? We note the Epoch 2 refurbishment of the A3054 to the east of the town.  ii. How will the Thorley Road, B3401, be affected in the long term Managed Realignment for Thorley Brook? At present travel between Yarmouth and Thorley is impossible whenever the B3041 floods and the road also becomes the alternative route between West Wight and the ferry and town whenever the Yar Bridge breaks</p>	<p>Thank you for your comments. Full responses to the points you raised are provided below.</p> <p><u>Question 10:</u>  <i>i. Yarmouth infrastructure:</i>  The ferry and road links into Yarmouth from the east and west (and through Yarmouth to West Wight communities) have been considered and valued in the Strategy. Details of how these assets were costed within the economic appraisal were outlined in Appendix F (Economic Appraisal) of the Draft Strategy, now the Final Strategy, please see section 3.4 (on 16 and 17) on '<i>Indirect Flood and Erosion Damages</i>' then the subheadings on '<i>Transport infrastructure disruption –flood</i>', and '<i>Transport Infrastructure disruption –erosion</i>'.  The text in regarding W9 has been updated to clarify the long term approach especially regarding the road. The cash cost table (in options and economic appendix) for 2055 has had extra details added, now the detail reads 'maintain frontage, earth bunds or new walls prevent erosion of road and improve flood standard of protection'.  In the Options Appendix description of SMZ3a the following has been added (and W9 summary description updated to reflect this):  'the A3054 west of the Yar Bridge is another key link from Yarmouth to the west of the Island. The preferred option in this location is to maintain the existing defences including the timber planking running parallel with the coastline, adjacent to the breakwater, that supports the small beach and shelters the Norton Spit Site of Special Scientific Interest behind, during refurbishment the condition and role of the groynes in the area should be considered.</p>

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		<p>down.</p> <p><u>Question 13. Add any further comments in box below:</u></p> <p><u>Question 6</u> Please note the Trust properties: five Mill Road cottages (just beyond the Primary School) , the Town Hall, and The Common are all vulnerable due to proximity to the sea.</p> <p><u>Question 9</u> We have given a negative response because the present Strategy proposals may well become out-dated or irrelevant in such a long period of time as 100 years. Natural and man-made changes are likely to occur which cannot be foreseen today. The Strategy should therefore state that it deals with present conditions and will be reviewed regularly to take account of change.</p> <p><u>Maintenance.</u> In recent years, due to national and local financial constraints, there has been a serious reduction in the maintenance of our coastal defence structures. Surely the Strategy Action Plan Delivery should openly refer to this and urge that no further cuts are made and that more will be spent on maintenance of existing structures when possible? The Trust is in discussion with the IW Council concerning the urgent repair required along the Common's seawall which will be more costly the longer it is left. Local people are convinced that the lack of maintenance of the groynes off the Common has had a debilitating effect on this stretch of coastline.</p> <p>Partnership Funding.</p>	<p>Maintenance in this area coupled with the maintenance/improvement of the breakwater will provide protection for this section of coastline including the road in the short to medium term. In the longer term with increasing sea levels, the preferred option is to improve the road defences by primarily preventing erosion and also potentially improving the flood standard of protection through earth bunds or new walls. During scheme design it will be considered whether new defences should be provided adjacent to the road or whether the existing defences in front of the Norton Spit can be improved taking into account the environmental designated land behind.'</p> <p>In the main document the W9 description the text has been changed from 'Maintain existing assets' to 'Maintain existing assets to prevent erosion of the A3054'.</p> <p><i>ii. How will the Thorley Road, B3401, be affected in the long term Managed Realignment for Thorley Brook? &amp; local flood risk in the area:</i></p> <p>This Coastal Strategy examines the coastal risks of flooding by the sea and erosion. Whilst the solutions proposed need to take account of other risks, it is not the role of the Coastal Strategy to address inland fluvial flood risk. With regard to Thorley Brook in particular, the short-term proposal of maintaining the present defences at the mouth of Thorley Brook will prevent tidal flooding from entering the valley, and therefore this issue is addressed at an appropriate level for this Strategy. Regarding the disruption to the transport infrastructure upstream at Thorley Road and bridge, issues of the local operation/maintenance of the bridge structures and fluvial flooding are noted and have been shared with the relevant agencies, and should be taken forward with the asset owner and relevant parties. In the medium-term, the Coastal Strategy proposes a Coastal Defence Scheme of managed realignment in Thorley Brook, restoring tidal ingress into the valley. Detailed Scheme design would be undertaken at the time with full consideration for all assets and features in the area, including properties, road, habitats, environment, access, heritage features and archaeological potential.</p> <p>No changes to the report required.</p> <p><u>Question 6:</u> Noted, thank you. No change to the report required.</p> <p><u>Question 9:</u> It is noted that (regarding the additional information provided for Question 13) that your answer 'no' to the question of overall support of the Strategy is related to the request for regular updates to the Strategy to be made. We understand this request as the Strategy is developed based on the best available information at the time. The Risk Management Authorities (IWC and EA) wish the Strategy to be a useful and relevant document, and will ensure that all future Schemes (arising from the Strategy) are developed in full accordance with the latest information and guidance at the time each is progressed. Future updates to the Strategy itself are not planned on a specified timetable as they would instead be triggered based on need, with an application submitted to the national Grant in Aid forward programme outlining the evidence to support the request. This would be assessed on a national scale, against similar projects, to ensure the limited funding is directed towards areas at greatest risk.</p> <p>No change to the report required.</p> <p><u>Maintenance:</u> Your concerns of the national and local financial constraints of recent years are noted. All IWC owned coastal defence structures are currently inspected every month, and all other coastal defence structures are inspected periodically. Maintenance and repairs are planned and undertaken based on risk, with regard to urgency, budget availability and seasonal working. In Chapter 4, the Overview of the Strategy (page 50), we have added a sentence to state that '<i>Maintenance plays an important role in extending the life of the current structures.</i>' In Chapter 11, on Funding (page 159), where it explains the challenges for the IOW and introduces the priority schemes, a sentence has also been added: '...a number of schemes are planned in the short and medium term. <i>In the interim, maintenance is also important to extend the life of current structures.</i>'</p> <p>With regard to the Yarmouth-Bouldnor road in particular, the Strategy has highlighted that the proposed scheme in the medium term to protect the 810m of the seawall where the road is closest to the coast (i.e. within the erosion risk zone) will need to be funded from a combination of national and local funding (as described in Chapter 11 of the Strategy, please page 160-161), and this will include seeking contributions from all interested parties. The Strategy team notes your strong concerns over short-term repairs to the section of the Common seawall which is further from the road and the ongoing discussions with the relevant parties regarding responsibilities and the prioritisation of local maintenance activities.</p> <p><u>Groynes:</u> Regarding groynes in the area, when the time comes to undertake detailed Scheme design for future works to refurbish the seawall along the Yarmouth-Bouldnor road in the medium-term, the condition and role of the groynes should be considered, and we have added a note to this effect to the Strategy in Appendix J (the Options appendix, in Section 7 which provides more details on each of the Preferred options), specifically at the end of section 7.3. In the interim, where structures are IWC owned, they will be assessed and prioritised alongside other maintenance needs based on risk. In areas where groynes are privately owned, or if private contributions are available, they could be repaired and maintained subject to obtaining the necessary consents.</p>

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		<p>This will be difficult, if not impossible, given the small residential population, lack of large businesses, and reliance on 'encouraging' private property owners (as there can be no compulsion on them) to participate. As all Island residents are affected in varying ways by coastal defence, an additional Council Tax throughout the Isle of Wight will be necessary to meet the community contribution. This should be introduced soon as the first Priority Scheme is planned for the next 10 years.</p> <p><u>Yarmouth Area SMZ 3a</u></p> <p>1. Priority Scheme in the next 10 years: the use of temporary flood barriers in Yarmouth is of relevant interest to the Town Trust as the historic Town Hall, for which the Trust is responsible, is located in the main Square. A storm surge of 1.4 metres coinciding with a High Spring Tide of 3.1 metres is likely to give flooding in the Squares. The deployment of the temporary barriers, as depicted in the Strategy, could protect the Town Hall.</p> <p>2. Epoch 2 Scheme from 2030 Bouldnor Road refurbishment. We note in Appendix J – Option Development &amp; Appraisal (page 55) : "It is important to prevent erosion of the A3054 just east of Yarmouth which is considered a critical highway link for the whole of the West Wight population. Additionally, under the A3054 is a key services corridor (i.e. water supply etc) which serves the town and hence the protection of this link is critical. .... in the medium term, the seawall itself at the base of the coastal slope (protecting nearby properties and the road) will also require refurbishment. Therefore, the preferred option includes short term maintenance followed by refurbishment of the sea defences in the area fronting the road." As stated above, the Trust is concerned that the holes made in the Common seawall by recent storm surges have not been repaired.</p>	<p><i>Partnership funding:</i> We note your concerns over the availability of Partnership Funding, and this is the reason the Strategy proposes short and medium term temporary measures, to give more time towards seeking contributions towards a long-term solution to help maintain the viability of the area. If funding cannot be collected or secured, plans will need to be revisited in the medium term to ensure decisions made in the area are in full accordance with the level of risk.</p> <p>Communities may wish to coordinate and collect contributions in the future. Your suggestion of an additional island-wide Council Tax to help address future coastal risk is noted. The local authority will consider all possible means of collecting contributions in the future, including during the development of a <i>Supplementary Planning Document</i> (SPD) note shortly on 'Flood Risk and Vulnerable Coastal Communities', which will include issues of developer contributions and identifying Coastal Change Management Areas (CCMA) where outlined in the Strategy. No change to the reports required.</p> <p>Information noted, thank you. No change to the reports required.</p> <p>Please refer to the answer above concerning this scheme and seawall in this area, thank you.</p> <p>We appreciate your concerns about the future of the Yarmouth area and its importance. The Strategy has assessed the evidence against the latest guidance and funding system to enable realistic prioritisation of future risks and schemes. It has highlighted future need which allows time to prepare for future schemes, and to inform appropriate decision-making in areas where risks cannot be mitigated.</p>
14	Isle of Wight Councillor for Cowes West and Gurnard	<p>I have been asked to make the following comment with respect to the West Wight Coastal and Flood Defence Strategy. Issues raised by residents which I have been asked to relay to the IW Council are as follows:</p> <ol style="list-style-type: none"> <li>We have concerns over the redevelopment of coastal 'dwellings', and how these should be evaluated when considering grant funding for sea defence and flood alleviation schemes. It was felt that in recent years' property and land values in Cowes and Gurnard had significantly increased, and therefore we ask that the formula is updated to reflect current property values when considered in assessing Coastal and Flood defence projects.</li> <li>We ask Planning Officers to consider Section 106 conditions when permitting the redevelopment of coastal sites. In addition, we welcome opportunities to pool long term 'maintenance' funds which would help sustain coastal and flood defences for the longer term.</li> </ol>	<p>Thank you for your response and your comments. Full responses to the points you raised are provided below.</p> <ol style="list-style-type: none"> <li>It is confirmed that the Strategy assessment has used up to date data, as follows. Property data from the National Receptor Database (a standard national mapped dataset) was used in the Strategy, alongside the outputs of the EA's new coastal modelling (updated in 2015) to determine flood damages to properties and assets along the Strategy frontage, including at Gurnard Marsh. Residential property values were based on average house sale prices over the past year (2014-2015) which were obtained from Land Registry Data. The data was averaged by post code region (e.g. PO31) for each property type. Properties built after 2011 are not eligible for inclusion in the cost/benefit analysis (under the national rules) to avoid incentivising house building in flood risk areas. In addition, evidence of property-raising at Gurnard Luck was considered (in an appropriate way for a Strategy-level assessment) prior to the Draft Strategy. A number of properties in this area have been raised and therefore it was necessary to reduce the flood depths to these properties. This was done in the economic spreadsheets rather than in the numerical modelling itself as the surface elevation in the numerical model was based on LiDAR data and did not account for the local raising of the properties. The properties at the rear of Marsh Road were typically raised by approximately 6 steps in height. Therefore for these properties the flood depths in the economic spreadsheets were reduced by 0.9m (each step estimated at approx. typical height of 15cm). For the properties at the east end of Marsh Road the flood depths were reduced by 0.45m as these properties have typically been raised by 3 steps in height (each step 15cm in height). Following the Consultation and the representations detailed in this table, with additional suggestions provided by residents, the Gurnard Marsh area was revisited, with the defence condition, flood modelling, and economic appraisal was updated using new defence and property survey data that was collected. This was used to improve and refine the representation of the defence heights and property heights, update the damages, and test the minor scheme idea proposed. This work is detailed fully in a new annex added to Appendix J, the Options Appraisal. In addition, the policy wording for SMZ5a (Gurnard Marsh) has been updated in the Main Report (as outlined above in reply to the resident's scheme proposal) and in supporting appendices accordingly. In summary, the revised approach follows the same principle as the Draft Strategy in recognising the multiple and increasing future risks to the area that mean continuing adaptation is essential, and this remains the foundation of the policy. It also now notes the residents aspirations for minor works to reduce tidal flood risk in the short term (whilst acknowledging the long-term risk), if the community wishes to collect the funds required to promote a future minor scheme, if there is the support of all those affected, and if issues of tide-locking, fluvial flooding and residual risk can be satisfactorily addressed, requiring further investigation as part of any scheme (please see full details in Appendix J and the Main Report for 5a). The revised approach also recognises that due to the individual property characteristics in the area, flood <i>resilience</i> is likely to be more achievable method to reduce risks for individual properties than flood <i>resistance</i>, and is recommended.</li> <li>This request is noted and we would welcome further discussion on this issue. The local authority will consider all possible means of collecting contributions in the future, including during the development of a <i>Supplementary Planning Document</i> (SPD) note shortly on 'Flood Risk and Vulnerable Coastal Communities', which will include</li> </ol>

	From:	Comment:	Reply and action taken:
		<p>3. We ask that the Isle of Wight Council and the Environment Agency assists and promotes the implementation of less expensive flood defence measures. Examples we can give include the utilisation of barriers at public and private slipways, and regular maintenance of drains and gullies in areas susceptible to flood risk.</p> <p>4. We ask that a mechanism be considered whereby when landowners undertake self-help, and when this is agreed- Could match-funding from Government become more transparent, easier to access and more seamless?</p> <p>In addition, it is of concern the number of agencies involved when considering small schemes. This can be a disincentive for those with frontages requiring maintenance. The current mechanism requires less bureaucracy and more simplicity not only for landowners, but also for members of the public and neighbours who maintains the right to scrutinise/ comment on such work.</p> <p>5. We ask that coastal defence measures at Cook's Bay west of the Gurnard Luck is duly considered. Concern has been expressed by residents of Marsh Road that should the cliff be undermined to the west of the Estuary of Gurnard Luck, flood risk and coastal erosion would substantially increase.</p>	<p>issues of developer contributions and identifying Coastal Change Management Areas (CCMA) where outlined in the Strategy.</p> <p>3 &amp; 4. Your concern and the need that measures such as these could address is noted and recognised. The provision of match-funding as a standard response to individual landowner works is not currently available within the government's current approach, but the local authority can raise the request for introduction of such an approach within the RFCC (Regional Flood and Coastal Committee) and relevant bodies.</p> <p>The Strategy would support the implementation of less expensive measures such as barriers at existing public and private slipways where the policy is to improve protection and these can be funded using local resources or private funding (subject to obtaining the required consents); Where seeking the implementation of such measures through national Grant in Aid funding this would require their assessment and implementation as part of a coordinated solution, as outlined further below.</p> <p>Seeking government funding ('Flood and Coastal Erosion Risk Management Grant in Aid' or GiA) for flood and coastal defences requires appraisal to meet national guidance and prioritisation of all potential schemes is undertaken nationally to ensure the limited funds are allocated to the areas most at risk. Where the benefits of a scheme do not sufficiently outweigh the costs, where only part of the risk is removed, or the works would not deliver a sufficient standard of protection, these are unlikely to receive funding. Most successful schemes receive part-funding rather than full-funding. Future government GiA expenditure is planned 6 years in advance, so new schemes (which are successful) are planned for year 7. Occasionally there have been opportunities to accelerate expenditure, dependent on priorities and delivery of the current programme of schemes. It is appreciated that this is a detailed system to access, and the support of specialist consultants is often required. It is an issue being encountered in many communities around the region and beyond that the local-level, small-scale measures that could be of benefit (at a low standard of protection, but still an improvement on the present) do not have a strong case to secure government funding. Therefore funding for both the design and construction of such works is hard to find. This does not lessen the need for and importance of these ideas and risks for the people whose homes and businesses are at risk, but is an illustration of the current situation.</p> <p>A range of potential consents are needed for coastal works, and the Solent Forum are one organisation who have undertaken work to help explain this process. Further information can be obtained in the <i>Marine Consents Guide</i> published by the Solent Forum, available online at: <a href="http://www.solentforum.org/publications/coastal_consents_guide/Edition_4/">http://www.solentforum.org/publications/coastal_consents_guide/Edition_4/</a>; nb. It is not prescriptive and as all developments will be different in their scale, location and nature it can only act as a guide to the exact consents that may be needed. It is an applicant's responsibility to apply for the correct consents and they should always refer to the consenting body for a definitive answer and for the most up to date requirements.</p> <p>Your comments regarding the important role maintenance plays in risk reduction are also noted. All IWC owned coastal defence structures are currently inspected every month, and all other coastal defence structures are inspected periodically. Maintenance and repairs are planned and undertaken based on risk, with regard to urgency, budgetary constraints and seasonal working. The Environment Agency inspect their assets on a rolling programme (typically every year). Frequent maintenance to assets (grass cutting to embankments, greasing flaps on outfalls etc) is again on a rolling programme, using a benefit/cost methodology to ensure money is spent in the highest risk areas. When assets are identified as being below target condition and are in need of more substantial repairs, these are assessed on an individual basis. The EA own very few assets and many are repaired/maintained using permissive powers i.e. with no legal responsibility to do so.</p> <p>In Chapter 4, the Overview of the Strategy (page 50), we have added a sentence to state that '<i>Maintenance plays an important role in extending the life of the current structures.</i>'</p> <p>In Chapter 11, on Funding (page 159), where it explains the challenges for the IOW and introduces the priority schemes, a sentence has also been added: '<i>...a number of schemes are planned in the short and medium term. In the interim, maintenance is also important to extend the life of current structures.</i>'</p> <p>5. The Strategy team recognises your concerns over the future evolution of the undefended coast west of Gurnard Luck headland, and the implications of this for the properties in Gurnard Marsh. This is one of the many different directions/types of risks (i.e. erosion from the north and from the west, flooding from the sea and from the river) that would make implementing a comprehensive built solution to reducing future risks in the Gurnard Marsh area challenging and expensive. The Strategy has included predicted future erosion in this area in its consideration of future risks.</p> <p>The coastline west of the headland is mainly undefended and has a policy of 'No Active Intervention' set by the Shoreline Management Plan (SMP) in 2010, which was adopted and approved by the IWC and EA following a three-month public consultation. The SMP sits at the top of the hierarchy of plans for managing coastal risks and remains in place today, to inform decision-making on the coast (as outlined on page 13 of the Strategy). The Strategy sits at a tier below the SMP and examines how the policies could be implemented, identifying future feasible schemes and priorities. On a 'No Active Intervention' coastline, landowners (including utilities) have the right to <i>maintain</i> their</p>

	From:	Comment:	Reply and action taken:
		<p>6. We support intervention to protect and reinforce seawall on Cowes Esplanade. This is important to protect properties owing to the tow of the land to the south.</p> <p>7. We support opportunities to increase investment in groyne repairs on the beach between Cowes and Gurnard.</p> <p>8. We support the long term need to strengthen the seawall at Shore Path, given its strategic importance to both residents who use this as an access to the beach and to property owners.</p>	<p>existing private structures; but if there is a strong desire to implement new private defences on an undefended coast, the proposals would have to be fully assessed and determined against all relevant policies, plans and environmental legislation. The Strategy does not propose implementing new defences on any undefended coastlines of the Isle of Wight (in line with the Shoreline Management Plan). Further work has been undertaken following the Consultation regarding options for Marsh (as outlined above and in Appendix J), to further test and confirm the approaches in this area.</p> <p>6 &amp; 7. Thank you for your support of the proposal and priority scheme to strengthen the Cowes-Gurnard seawall, and we note your request to consider opportunities for groyne repairs in this area.</p> <p>8. Regarding Shore Path, where the frontage is already defended with privately owned structures, the Strategy would support privately-funded maintenance or improvement of the existing defences, subject to gaining the necessary consents. The wording of Chapter 9 (page 125 and 127) for this Shore Path area has been clarified to this effect, and we note your support of future defence improvements in this area, thank you.</p>
15	Cowes Town Council and Gurnard Parish Council	<p>Please see the comments from Cowes Town Council and Gurnard Parish Council with respect to the West Wight Coastal and Flood Defence Strategy. Issues raised by residents which Councillor Fuller has been asked to relay to the IW Council are as follows:</p> <ol style="list-style-type: none"> <li>1. We have concerns over the redevelopment of coastal 'dwellings', and how these should be evaluated when considering grant funding for sea defence and flood alleviation schemes. It was felt that in recent years' property and land values in Cowes and Gurnard had significantly increased, and therefore we ask that the formula is updated to reflect current property values when considered in assessing Coastal and Flood defence projects.</li> <li>2. We ask Planning Officers to consider Section 106 conditions when permitting the redevelopment of coastal sites. In addition, we welcome opportunities to pool long term 'maintenance' funds which would help sustain coastal and flood defences for the longer term.</li> <li>3. We ask that the Isle of Wight Council and the Environment Agency assists and promotes the implementation of less expensive flood defence measures. Examples we can give include the utilisation of barriers at public and private slipways, and regular maintenance of drains and gullies in areas susceptible to flood risk.</li> <li>4. We ask that a mechanism be considered whereby when landowners undertake self-help, and when this is agreed- Could match-funding from Government become more transparent, easier to access and more seamless?</li> </ol> <p>In addition, it is of concern the number of agencies involved when considering small schemes. This can be a disincentive for those with frontages requiring maintenance. The current mechanism requires less bureaucracy and more simplicity not only for landowners, but also for members of the public and neighbours which have a right to scrutinise such work.</p> <ol style="list-style-type: none"> <li>5. We ask that coastal defence measures at Cook's Bay west of the Gurnard Luck is duly considered. Concern has been expressed by residents of Marsh Road that should the cliff be undermined to the west of the Estuary of Gurnard Luck, flood risk and coastal erosion would substantially increase.</li> <li>6. We support intervention to protect and reinforce seawall on Cowes Esplanade. This is important to protect properties owing to the tow of the land to the south.</li> <li>7. We support opportunities to increase investment in groyne repairs on the beach between Cowes and Gurnard.</li> <li>8. We support the long term need to strengthen the seawall at Shore Path, given its strategic importance to both residents who use this as an access to the beach and to property owners.</li> </ol>	<p>Thank you for your comments. We note that these set of comments submitted by the Parish Councils were also submitted by the local Member on behalf of the area, so please could you therefore see full responses to each of the points you have raised provided in the row of the table above. Thank you.</p>
16	Yarmouth Town Council	<p><u>Response of Yarmouth Town Council to West Wight Coastal Flood and Erosion Risk Management Strategy: Public Consultation 31.3.16 – 30.6.16.</u></p> <p><u>Question 9.</u> Are you in support of the strategy being taken forward to guide coastal flood and erosion risk management for the next 100 years? Amended Response: No</p>	<p>Thank you for your comments. Full responses to the points you raised are provided below.</p> <p><i>Question 9:</i> It is noted that your answer 'no' to the question of overall support of the Strategy is related to the request for regular updates to the Strategy to be made. We understand this request as the Strategy is developed based on the best available information at the time. The Risk Management Authorities (IWC and EA) wish the Strategy to be a useful</p>

From:	Comment:	Reply and action taken:
	<p>Please note that the Council wishes to change its response to question 9 from that given in the online survey on 19.6.16. Since completing the survey we have taken note of the view of Yarmouth Coastal Defence Working Group ( which was jointly started in 2008 by the Town Council and the Yarmouth Harbour Commissioners) on this question. The Strategy is based on the present natural conditions and economic situation which are more than likely to change within the next 100 years. A continuous updating will be required and it would be realistic for the Strategy to say this.</p> <p><u>Question 10.</u> Is there any key information that you think the strategy has not addressed?</p> <p>Yes : Zone 3</p> <p>i. The ferry's importance to West Wight. The roads and Yar Bridge need to be defended from risk of flooding for access to the terminal. A3054 to the west of the town and the Yar Bridge will require raising in the long term as well as the Epoch 2 refurbishment of Bouldnor Road. The effect on the Linkspan of the proposed temporary flood barriers will be important to monitor.</p> <p>ii. There is no mention of defence for Thorley Road, B3401, in the long term of Managed Realignment for Thorley Brook. This road already floods, cutting off the link between Yarmouth and Thorley, and it is the only alternative route for West Wight to the ferry and town if the Yar Bridge is closed due to malfunction.</p> <p><u>Question 13.</u> Add any further comments .</p> <p>I Notes on general points.</p> <p>i. Maintenance is mentioned in all the Strategy's Management Zones. In times of austerity, maintenance is the easiest to reduce in budgets but it is fundamental for coastal defence. The urgent repair required along The Common's seawall will be more costly the longer it is left. The groynes off The Common have not been maintained. Could the Strategy Action Plan Delivery include a general policy on the importance of maintenance?</p> <p>ii. Partnership Funding. Yarmouth has a small residential population and virtually no large businesses, so it is impossible to see how the local community or YTC's precept can raise the size of contributions mentioned. It could only be done via the IW Council's tax from all areas of the Island and the coast is important to all Islanders.</p>	<p>and relevant document, and will ensure that all future Schemes (arising from the Strategy) are developed in full accordance with the latest information and guidance at the time each is progressed. Future updates to the Strategy itself are not planned on a specified timetable as they would instead be triggered based on need, with an application submitted into the national Grant in Aid forward programme outlining the evidence to support the request. This would be assessed on a national scale, against similar projects, to ensure the limited funding is directed towards areas at greatest risk.</p> <p><u>Question 10:</u></p> <p><i>i. Yarmouth infrastructure:</i> The ferry and road links into Yarmouth from the east and west (and through Yarmouth to West Wight communities) have been considered and valued in the Strategy. Details of how the road and ferry economics were included were published as section 3.4 of Appendix F of the Draft Strategy, the Economics Appraisal, on 'Indirect Flood and Erosion Damages' then the subheadings on 'Transport infrastructure disruption –flood', and 'Transport Infrastructure disruption –erosion'.</p> <p>The preferred strategic option for W9 (including the road to the west of the town) is to continue maintaining existing private defences in the short term, which will require replacement in the longer term if the funding is available. This could take the form of a frontline floodwall as listed in Appendix J (see Appendix 3) and road raising would need to be considered as part of any scheme, also dependent on the degree of protection to the road afforded by the coastal features and spit currently present seaward of the road.</p> <p><i>ii. Thorley Road:</i> This Coastal Strategy examines the coastal risks of flooding by the sea and erosion. Whilst the solutions proposed need to take account of other risks, it is not the role of the Coastal Strategy to address inland fluvial flood risk. With regard to Thorley Brook in particular, the short-term proposal of maintaining the present defences at the mouth of Thorley Brook will prevent tidal flooding from entering the valley, and therefore this issue is addressed at an appropriate level for this Strategy. Regarding the disruption to the transport infrastructure upstream at Thorley Road and bridge, issues of the local operation/maintenance of the bridge structures and fluvial flooding are noted and have been shared with the relevant agencies, and should be taken forward with the asset owner and relevant parties. In the medium-term, the Coastal Strategy proposes a Coastal Defence Scheme of managed realignment in Thorley Brook, restoring tidal ingress into the valley. Detailed Scheme design would be undertaken at the time with full consideration for all assets and features in the area, including properties, road, habitats, environment, access, heritage features and archaeological potential.</p> <p><u>Question 13:</u></p> <p><i>i. Maintenance:</i> Your concerns of the financial constraints of recent years are noted. In Chapter 11 of the Strategy on Funding, where it explains the challenges for the IOW and the current funding system, we have added a sentence to the paragraph introducing the priority schemes to highlight the importance of maintenance, as follows: 'Within the Strategy the timing of schemes has been largely based upon the timing of flood and erosion risk over the next century. As risk increases over time a number of schemes are planned in the short and medium term. <i>In the interim, maintenance is also important to extend the life of current structures.</i> In some cases it may be possible to fast track schemes and bring them forward in time if contributions can be secured.'</p> <p>With regard to the Yarmouth-Bouldnor road in particular, the Strategy has highlighted that the proposed scheme in the medium term to protect the 810m of the seawall where the road is closest to the coast (i.e. within the erosion risk zone) will need to be funded from a combination of national and local funding (as described in Chapter 11 of the Strategy, please page 160-161), and this will include seeking contributions from all interested parties. Your concern is noted over short-term repairs to section of the Common seawall which is further from the road, and the ongoing discussions with the relevant parties regarding responsibilities and the prioritisation of local coastal maintenance activities.</p> <p><i>Groynes:</i> Regarding groynes in the area, when the time comes to undertake detailed Scheme Design for future works to refurbish the seawall along the Yarmouth-Bouldnor road in the medium-term, the condition and role of the groynes should be considered, and we have added a note to this effect to the Strategy in Appendix J (the Options appendix, in Section 7 which provides more details on each of the Preferred options), specifically at the end of section 7.3. In the interim, where structures are IWC owned, they will be assessed and prioritised alongside other maintenance needs based on risk. In areas where groynes are privately owned, or if private contributions are available, they could be repaired and maintained subject to obtaining the necessary consents.</p> <p><i>Partnership funding:</i> We note your concerns over the availability of Partnership Funding. This is the reason the Strategy proposes short and medium term temporary measures in the Yarmouth area, to give more time towards seeking contributions towards a long-term solution to help maintain the viability of the area. If funding cannot be collected or secured, plans will need to be revisited in the medium term to ensure decisions made in the area are in full accordance with the level of risk. Communities may wish to coordinate and collect contributions in the future. Thank you for your suggestion of an additional island-wide Council Tax to help address future coastal risk. The local authority will consider all possible means of collecting contributions in the future, including during the development of a <i>Supplementary Planning Document (SPD)</i> note shortly on 'Flood Risk and Vulnerable Coastal Communities', which</p>

	From:	Comment:	Reply and action taken:
		<p>iii. A policy of regularly reviewing the Strategy every few years should be mentioned in the Strategy Action Plan Delivery.</p> <p><b>II Yarmouth Area SMZ 3a</b></p> <p><b>I</b> The number of properties at risk of flooding and erosion in the tables on page 8 (Consultation Summary Booklet) seem very low when compared with the Environment Agency's map predictions. Which properties are included? Important for benefit:cost ratio.</p> <p><b>ii.</b> Priority Scheme in the next 10 years. Good idea to combine with Cowes for the temporary flood barriers so that greater Grant in Aid may be gained.</p> <p><b>iii.</b> Epoch 2 Scheme from 2030 Bouldnor Road refurbishment. Agree as this recognises the importance of the A3054 east of the town at risk from erosion (highway link / under road utilities/services corridor / environmental impacts if breaching occurs into Thorley Brook). Council is concerned that the holes made in the Common seawall by recent storm surges have not been repaired.</p> <p><b>III SMZ 3c Freshwater</b> Good defences at Freshwater Bay and the Causeway are important for the Western Yar Valley / Yarmouth.</p>	<p>will include issues of developer contributions and identifying Coastal Change Management Areas (CCMA) where outlined in the Strategy.</p> <p>Please see our response to Question 9 in reply to this point, thank you.</p> <p><b>II. i.</b> Maps produced showing properties at risk are provided, please see the maps within the reply to the Yarmouth Coastal Defence Working Group above, thank you. The properties are primarily located in the west side of Yarmouth, closest to the harbour. The land slopes gently up as you move into the centre of the main urban area and therefore only those properties closest to the Harbour are at risk. It should also be noted that in the future maps any properties that are predicted to be lost through erosion are, once lost, then not counted as at further risk from flooding.</p> <p><b>ii. Priority Scheme in the next 10 years:</b> Thank you for your support of the Priority Scheme for use of Temporary Flood Barrier in Yarmouth.</p> <p><b>iii. Epoch 2 scheme from 2030:</b> Thank you for welcoming this preferred option and proposed scheme to protect the Yarmouth-Bouldnor Road. Please see our reply to Question 13 above in answer to this point.</p> <p><b>III. We note your support for seeking to maintain defences at Freshwater Bay and The Causeway.</b></p> <p>We appreciate your concerns about the future of the Yarmouth area and its importance. The Strategy has assessed the evidence against the latest guidance and funding system to enable realistic prioritisation of future risks and schemes on the Island. It has highlighted future need which allows time to prepare for future schemes, and to inform appropriate decision-making in areas where risks cannot be mitigated.</p>
17	IWC Archaeology & Historic Environment Service	<p>[Email] Thank you for inviting us to comment on the West Wight Coastal Strategy documents. Attached are some comments which I hope will be useful. Please let me know if you need any more information or explanation, or if you need any updated shapefiles.</p> <p><b>p.7</b> SMP para, 3rd line typo – the a</p> <p>Abbreviations: Replace SAM with SM Scheduled Monument</p> <p><b>p.10</b> para 5, line 2 repeated word 'and'</p> <p>There are 122 Scheduled Monuments and 9 Registered Parks &amp; Gardens</p> <p><b>p.12 &amp; 13</b> different dates are given for the SMP publication</p> <p><b>p.29</b> Map shows just landscape designations, not heritage designations</p> <p><b>p. 31.</b> para 1 – spelling Hampstead</p> <p>last paragraph – Historic England</p> <p><b>p.45.</b> Technical aspects Para 1 'is to know' repeated Para 2 'considerations include' repeated</p> <p><b>p.54.</b> Last para – and unlikely</p> <p><b>p.58.</b> Environment paragraph – Needles Battery Site Scheduled Monuments Other SMs include Tennyson Down mortuary enclosure, Bronze Age round barrows. There are also numerous undesignated heritage assets.</p> <p><b>p.61.</b> Paragraph 3. The Needles New Battery and High Down Rocket Testing Site have also recently been scheduled and will be threatened.</p> <p><b>p.66.</b> Environment paragraph – Fort Albert (Grade II* Listed Building)</p> <p><b>p.74.</b> Need to consider Yarmouth Castle (SM and LBI) both as its seaward walls currently act as sea defences but also with regard to any future plans to raise or create new defences. Other sections of sea wall are likely to be historic so mitigation may be required if they are to be altered or replaced.</p>	<p>Thank you for your comments. We have made all the amendments, additions and clarifications proposed to the Main Report and to the Appendix G Environmental report.</p>

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	<p><b>p.94.</b> The Causeway bridge is a heritage asset included on the Local List</p> <p><b>p.101.</b> If a managed realignment scheme is investigated, the potential survival of waterlogged archaeological and palaeoenvironmental remains in this area should be considered.</p> <p><b>p.104.</b> Environment paragraph. Portions of the estuary are designated as heritage conservation areas and there is a cluster of scheduled monuments close to Newtown – There are Conservation Areas at Newtown and Shalfleet and parts of the abandoned medieval town of Newtown, including burgage plots and ridge and furrow, are designated as a Scheduled Monument. Bouldnor Battery is also a Scheduled Monument.</p> <p>There are numerous undesignated heritage assets including lithic scatters, prehistoric and Roman wooden structures and palaeoenvironmental deposits at the mouth of the estuary and similarly in Thorness Bay.</p> <p><b>p.120.</b> Environment – also Listed Buildings along Queens Road.</p> <p><b>p.130.</b> Environment – there are Conservation areas at Cowes and at East Cowes (Centre and Esplanade).</p> <p>Coastal defences – the esplanade wall at Cowes is LBII and other sections of coastal defence may be historic structures.</p> <p><b>p.148.</b> Environment – There are historic environment designations - several Listed Buildings (including slipway and part of the quay wall) and the Newport Conservation Area.</p> <p><b>p.153.</b> Parts of the quay walls are historic structures (both designated and undesignated) so mitigation will be required if they are altered or replaced.</p> <p><u>Appendix G – Environmental Report</u></p> <p><b>p.76.</b> Paragraph 3 – The Medina Valley Heritage at Risk report deals with just the built heritage</p> <p>Updated links to reports:</p> <p>HEAP (ref 74) <a href="https://www.iwight.com/Residents/Libraries-Cultural-and-Heritage/Heritage-Service/Archaeology/Historic-Landscapes-on-the-Isle-of-Wight">https://www.iwight.com/Residents/Libraries-Cultural-and-Heritage/Heritage-Service/Archaeology/Historic-Landscapes-on-the-Isle-of-Wight</a></p> <p>WW Chalk Downland HEAP (ref 75) <a href="https://www.iwight.com/azservices/documents/1324-WestWightChalkDownlandHEAP_2013.pdf">https://www.iwight.com/azservices/documents/1324-WestWightChalkDownlandHEAP_2013.pdf</a></p> <p><b>p.78</b> Final paragraph, typo Bronze Age</p> <p>On West High Down and Tennyson Down are 5 Scheduled Monuments including a Neolithic Mortuary Enclosure, Bronze Age Barrows, the Needles Battery sites and the High Down Rocket Test Site.</p> <p><b>p.79.</b> Paragraph 4 – the underwater site at Bouldnor is at c -11.5m OD</p> <p>Paragraph 6 – Thorness Bay – the PLUTO pipeline came ashore at Thorness Bay and the remains are visible in the intertidal zone.</p> <p><b>p.80.</b> <u>Designated Heritage Assets</u> (summary...)</p> <p><u>8 Scheduled Monuments</u></p> <p>A number of West Wight’s <u>Designated Heritage Assets</u> are shown to be ‘At Risk’ by <u>Historic England’s Heritage at Risk Register</u> (reference should be to latest HAR register <a href="https://content.historicengland.org.uk/images-books/publications/har-2015-registers/se-har-register2015.pdf/">https://content.historicengland.org.uk/images-books/publications/har-2015-registers/se-har-register2015.pdf/</a>)</p> <p>Bottom paragraph - this is misleading. Is this just considering assets which are already on Historic England’s HAR register, just designated heritage assets, or both designated and undesignated heritage assets? Whilst it might be the case that Listed Buildings within the core settlements will not be compromised by issues related to the coastal strategy, most of the Scheduled Monuments in the strategy area are on stretches of coast with a ‘Do Nothing’ preferred option and there are many more undesignated heritage assets which will be affected.</p> <p><b>p.81.</b> Key Environmental Issues</p> <p>Again, is this considering just designated heritage assets? I think it paints a slightly rosy picture. It is unrealistic to suggest that the integrity of heritage assets is likely to be maintained through policy measures</p>	



	From:	Comment:	Reply and action taken:
		<p>Future pressures also include coastal erosion</p> <p>SMZ1 There is now the additional site of the New Battery and High Down Test Site which was scheduled in 2015.</p> <p><b>p.82.</b> 10.6.3 The impact on Yarmouth Castle should be considered.</p> <p>10.6.6 As well as Newtown there is likely to be a significant impact on the Scheduled Monument of Bouldnor Battery. Heritage assets in the intertidal zone at Thorness will be affected in the same way as those at the mouth of the Newtown Estuary.</p>	
18	Area of Outstanding Natural Beauty (AONB)	<p>[The AONB] has asked me to put in a response to the West Wight Coastal Strategy on behalf on the AONB as I am the Coastal and Earth Science portfolio holder.</p> <p>We are only commenting on the AONB areas as we do not have time to carry out a full appraisal for areas outside the AONB area.</p> <p>In terms of AONB areas the strategy is predominantly one of non-intervention principally in SMZ1 and SMZ4 which makes up a portion of the Tennyson Heritage coast and the majority of the Hamstead HC. The AONB support the non-intervention policy for these areas as the natural processes are important for defining their landscape character and for the habitats that they support.</p> <p>For SMZ 3a policy W 15-16 we support the need to defend Yarmouth which is an important settlement within the AONB. We support Policy W10 -15 to allow natural processes with the Yar Estuary at the same time keeping it safe for access.</p> <p>We also support W14 with regard to planning for future realignment and adaptation for the Thorley Brook in the long term, as a way of delivering compensatory habitat that is totally in keeping with the AONB.</p> <p>In W11 We welcome future appraisal for realignment of the area around the causeway as this will certainly be an area subject to change. However we would urge that the historic environment of the causeway be taken into consideration and respected as part of this process.</p> <p>For W12 we would support the need to defend Freshwater Bay, both in the short term and long term to ensure the transport link of the road as well as the houses and habitats of the bay.</p>	<p>Thank you for your comments, and for your support of the Strategy proposals for each of these areas.</p> <p>We also note your highlighting of the importance of the historic environment of the Causeway in the Western Yar Estuary, and confirm that this will be taken into careful consideration in the design of any future works.</p>
18	Resident	<p><i>Note by the Strategy team: There was discussion at the Consultation roadshow in Cowes about the policy of No Active Intervention along East Cowes Outer Esplanade (W32) in the medium and long term (as the high amenity value of this area is recognised but there is not currently funding available to replace the defences in this area -when the reach the end of their life- with few properties at risk).</i></p>	<p>The Draft West Wight Coastal Strategy main report (on page 145, and supported by Appendix J, pages 74-76) outlines that the preferred approach for this area is in line with the policy set by the Shoreline Management Plan in 2010. I.e. the short-term policy of 'Hold the Line' then transfers to 'No Active Intervention' in the medium and long term (from 2025).</p> <p>This was also the preferred option set for this frontage in 2004, by the North East Coast Defence Strategy (sMU 1 = 'Option 5 - Hold the Line followed by No Active Intervention, but Monitor')..</p> <p>The Strategy recognises the important amenity use of this area (East Cowes Outer Esplanade), but that national Grant in Aid funding will not be available to replace the seawall.</p> <p>In the short term the preferred approach is to continue minor maintenance to extend the residual life of the seawall where achievable (especially at the western end of the unit). Larger maintenance needs however will be assessed on a case by case basis, to determine what is affordable. There are not sufficient residential properties in this area to justify continued defence and therefore when the current structures reach the end of their life, there are no proposals to replace them in the medium or long term. Only required health and safety measures will be undertaken, and erosion risk will increase as the coastline begins to evolve naturally.</p> <p>If local contributions, or other funding sources, were available to help preserve the future of this esplanade, that would be something that could be carefully considered, although of course the need in this area also needs to be viewed alongside the need for the rest of the East Cowes waterfront, which is low-lying, at flood risk, and a range of funding sources are needed to lead to future defence improvements and assist the viability of the area.</p> <p>No amendments to the reports required.</p>
19	Shalfleet Parish Council	<p>Shalfleet Parish Council ask that the Strategy is reviewed every 5 years. Parish Councillors noted that major storm events, tidal surges and rotational cliff slumps are on the increase and therefore flexibility was needed.</p>	<p>Thank you for your support of the strategic options for SMZ 2, 3 &amp; 4 and for taking forward the Strategy overall.</p> <p>Regarding your request for regular updates to the Strategy to be made, we understand this request as the Strategy is developed based on the best available information at the time. The Risk Management Authorities (IWC and EA) wish the Strategy to be a useful and relevant document, and will ensure that all future Schemes (arising from the Strategy) are developed in full accordance with the latest information and guidance at the time each is progressed. Future updates to the Strategy itself are not planned on a specified timetable as they would instead be triggered based on need, with an application submitted into the national Grant in Aid forward programme outlining the evidence to support the request. This would be assessed on a national scale, against similar projects, to ensure the limited funding is directed towards areas at greatest risk.</p>

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		<p>Councillors ask that planned preventative maintenance is included rather than re-active maintenance. This to include groyne maintenance, as lack of this has resulted in holes appearing in the seawall on the Bouldnor Road (A3054). If the wall is breached Yarmouth would be cut off and Shalfleet parishioners badly affected i.e. emergency services. Noted 810 metres of road defences need repair.</p> <p>Following on from this the Thorley Road (B3401) needs attention due to regular flooding and should be in the Strategy.</p> <p>Concerns were raised about funding issues and the fact most individuals will have to fund their own defences in the future.</p>	<p><i>Question 13:</i>  <i>i. Maintenance:</i> We note your proposal for planned preventative maintenance. All IWC owned coastal defence structures are currently inspected every month, and all other coastal defence structures are inspected periodically. Maintenance and repairs are planned and undertaken based on risk, with regard to urgency, budget availability and seasonal working.</p> <p>In Chapter 11 of the Strategy on Funding, where it explains the challenges for the IOW and the current funding system, we have added a sentence to the paragraph introducing the priority schemes to highlight the importance of maintenance, as follows:  'Within the Strategy the timing of schemes has been largely based upon the timing of flood and erosion risk over the next century. As risk increases over time a number of schemes are planned in the short and medium term. <i>In the interim, maintenance is also important to extend the life of current structures.</i> In some cases it may be possible to fast track schemes and bring them forward in time if contributions can be secured.'</p> <p>With regard to the Yarmouth-Bouldnor road in particular, the Strategy has highlighted that the proposed scheme in the medium term to protect the 810m of the seawall where the road is closest to the coast (within the erosion risk zone) will need to be funded from a combination of national and local funding (as described in Chapter 11 of the Strategy, please page 160-161), and this will include seeking contributions from all interested parties. It is noted that short-term repairs to section of the Common seawall which is further from the road are the subject of ongoing discussions with the relevant parties regarding responsibilities and the prioritisation of local coastal maintenance activities.</p> <p>Regarding groynes in the area, when the time comes to undertake detailed Scheme Design for future works to refurbish the seawall along the Yarmouth-Bouldnor road in the medium-term, the condition and role of the groynes should be considered, and we have added a note to this effect to the Strategy in Appendix J (the Options appendix, in Section 7 which provides more details on each of the Preferred options), specifically at the end of section 7.3. In the interim, where structures are IWC owned, they will be assessed and prioritised alongside other maintenance needs based on risk. In areas where groynes are privately owned, or if private contributions are available, they could be repaired and maintained subject to obtaining the necessary consents.</p> <p><i>Thorley Road:</i> This Coastal Strategy examines the coastal risks of flooding by the sea and erosion. Whilst the solutions proposed need to take account of other risks, it is not the role of the Coastal Strategy to address inland fluvial flood risk. With regard to Thorley Brook in particular, the short-term proposal of maintaining the present defences at the mouth of Thorley Brook will prevent tidal flooding from entering the valley, and therefore this issue is addressed at an appropriate level for this Strategy. Regarding the disruption to the transport infrastructure upstream at Thorley Road and bridge, issues of the local operation/maintenance of the bridge structures and fluvial flooding are noted and have been shared with the relevant agencies, and should be taken forward with the asset owner and relevant parties. In the medium-term, the Coastal Strategy proposes a Coastal Defence Scheme of managed realignment in Thorley Brook, restoring tidal ingress into the valley. Detailed Scheme design would be undertaken at the time with full consideration for all assets and features in the area, including properties, road, habitats, environment, access, heritage features and archaeological potential.</p> <p><i>Partnership funding:</i> We note your concerns over the availability of funding. The Strategy proposes short and medium term temporary measures in the Yarmouth area, and in Cowes/East Cowes too, to give more time towards seeking contributions towards a long-term solution to help maintain the viability of the areas. If funding cannot be collected or secured, plans will need to be revisited in the medium term to ensure decisions made in the area are in full accordance with the level of risk. Communities may wish to coordinate and collect contributions in the future.</p> <p>We appreciate your concerns about the future of the area. The Strategy has assessed the evidence against the latest guidance and funding system to enable realistic prioritisation of future risks and schemes on the Island. It has highlighted future need which allows time to prepare for future schemes, and to inform appropriate decision-making in areas where risks cannot be mitigated.</p>
20	Totland Parish Council	<p><i>Question 10. Is there any key information that you think the Strategy has missed?'</i></p> <p>a. A review of the Strategy every 5 years is recommended from the Yarmouth Coastal Defence Committee should be transcribed into the Strategy. Account would be made of changes / developments in natural features and structures, costing, sea level rise predictions and erosion. Unpredictable storm surges appear to be on the increase, for example in the last 10 years there have been many storm surges and events such as the Totland landslip.</p>	<p>Thank you for your support of the strategic options for SMZ1 and 2 and for taking forward the Strategy overall.</p> <p><i>Review of the Strategy:</i> Regarding your request for regular updates to the Strategy to be made, we understand this request as the Strategy is developed based on the best available information at the time. The Risk Management Authorities (IWC and EA) wish the Strategy to be a useful and relevant document, and will ensure that all future Schemes (arising from the Strategy) are developed in full accordance with the latest information and guidance at the time each is progressed. Future updates to the Strategy itself are not planned on a specified timetable as they would instead be triggered based on need, with an application submitted into the national Grant in Aid forward programme outlining the evidence to support the request. This would be assessed on a national scale, against similar projects, to ensure the limited funding is directed towards areas at greatest risk.</p>

	From:	Comment:	Reply and action taken:
		<p>b. Maintenance. The Strategy presumes that normal maintenance continues. Planned preventative maintenance would be a better option this could save money and again should be transcribed into the Strategy. Inspection of coastal defence structures is needed regularly.</p> <p>c. Groynes are not presently maintained or even mentioned in the Strategy as effective defence, why are they not mentioned or maintained? They have helped to prevent scouring in the past. The groynes off Totland Beach and Colwell Bay have been left to decline. Could they be reinstated and maintained – less costly and reduce wear on existing structures?</p> <p>d. SMZ 3a W9 ,W 15-17: The ferry is important to West Wight and requires roads and Yar Bridge to be maintained.</p> <p><i>Question 13: Any further comments:</i> Partnership Funding. There are serious concerns about the availability of partnership funding, given the small residential population and lack of large businesses in our area.</p>	<p>b. <i>Maintenance:</i> We note your request for planned preventative maintenance. All IWC owned coastal defence structures are currently inspected every month, and all other coastal defence structures are inspected periodically. Maintenance and repairs are planned and undertaken based on risk, with regard to urgency, budget availability and seasonal working.</p> <p>c. <i>Groynes:</i> Your concerns over the maintenance of groynes are noted. Groynes can be an element of schemes, but often do not remove all risk on their own, as you outline. Clarification has been added to the Strategy where the condition and role of groynes should be considered in future scheme design (e.g. at the Yarmouth-Bouldnor road refurbishment, and Freshwater Bay, protecting road links to west Wight communities). For maintenance in the short term, and Totland and Colwell in particular, we appreciate your concerns over the condition of the groynes which front the seawall. £17,000 was spent on the groynes in Colwell Bay in 2012, which was a significant sum from the limited maintenance resources available, although further damage has occurred since then. The authority will continue with risk-based prioritisation to enable best use of the limited resources, as follows: Where structures (including groynes) are IWC owned, they are currently inspected monthly, and all other coastal defence structures are inspected periodically. Maintenance and repairs are planned and undertaken based on risk, with regard to urgency, budgetary constraints and seasonal working. In areas where groynes are privately owned, -or if local contributions are available- they could also be repaired and maintained, subject to obtaining the necessary consents.</p> <p>d. Your point on the importance of the ferry and road links is noted, and the Strategy has sought to identify where coastal defences play a role in protecting these assets now and in the future. Details of how the road and ferry economics were included in the Strategy (to support the case for future works) were published as section 3.4 of Appendix F of the Draft Strategy, the Economics Appraisal, on <i>Transport infrastructure disruption</i> due to flood and erosion risks. The text in regarding W9 has been updated to clarify the long term approach especially regarding the road. The cash cost table (in options and economic appendix) for 2055 has had extra details added, now the detail reads 'maintain frontage, earth bunds or new walls prevent erosion of road and improve flood standard of protection'. In the Options Appendix description of SMZ3a the following has been added (and W9 summary description updated to reflect this): 'the A3054 west of the Yar Bridge is another key link from Yarmouth to the west of the Island. The preferred option in this location is to maintain the existing defences including the timber planking running parallel with the coastline, adjacent to the breakwater, that supports the small beach and shelters the Norton Spit Site of Special Scientific Interest behind, during refurbishment the condition and role of the groynes in the area should be considered. Maintenance in this area coupled with the maintenance/improvement of the breakwater will provide protection for this section of coastline including the road in the short to medium term. In the longer term with increasing sea levels, the preferred option is to improve the road defences by primarily preventing erosion and also potentially improving the flood standard of protection through earth bunds or new walls. During scheme design it will be considered whether new defences should be provided adjacent to the road or whether the existing defences in front of the Norton Spit can be improved taking into account the environmental designated land behind.' In the main document the W9 description the text has been changed from 'Maintain existing assets' to 'Maintain existing assets to prevent erosion of the A3054'.</p> <p><i>Question 13:</i> <i>Partnership funding:</i> We note your serious concerns over the availability of Partnership Funding in the Totland and Colwell area. This is the reason the Strategy proposes continued maintenance and access within available budgets for the time being, but recognises that replacement of current seawall is not currently affordable, and the need to therefore ensure decisions in the area are made in full accordance with the level of risk. If other funding options and sufficient contributions could be sourced, alternative options to better reduce the risks posed by erosion and landsliding could be developed and implemented. Communities may wish to coordinate and collect contributions in the future.</p> <p>If funding is not forthcoming a Coastal Change Management Area Plan will be developed and implemented to ensure future development is appropriate within the potential landslip risk zones, and this will also provide support to help communities adapt or relocate if there is no alternative.</p> <p>We appreciate your concerns about the future of the area. The Strategy has assessed the evidence against the latest guidance and funding system to enable a realistic understanding of future risks and scheme potential on the Island. It has highlighted future need which allows time to prepare for future schemes where viable and to inform appropriate decision-making in areas where risks cannot be mitigated.</p>
21	Anonymo us	<p><i>Question 10. 'Is there any key information that you think the Strategy has missed?'</i></p> <p>Yarmouth-Lymington ferry</p> <p>Raising level of Yar Bridge and A3054 to the west</p>	<p>Thank you for your comments. The following comments are provided in reply to the points you raised.</p> <p>1. Yarmouth-Lymington ferry: The ferry and road links into Yarmouth from the east and west (and through Yarmouth to West Wight communities) have been considered and valued in the Strategy. Details of how these assets were costed within the economic</p>

	From:	Comment:	Reply and action taken:
		B3401, Thorley Road	<p>appraisal (to support the case for future works) are explained and were published in Appendix F of the Draft Strategy, the Economics Appraisal -Please see section 3.4 (on 16 and 17) on 'Indirect Flood and Erosion Damages' then the subheadings on 'Transport infrastructure disruption –flood', and 'Transport Infrastructure disruption –erosion'.</p> <p>2. The text in regarding W9 has been updated to clarify the long term approach especially regarding the road. The cash cost table (in options and economic appendix) for 2055 has had extra details added, now the detail reads 'maintain frontage, earth bunds or new walls prevent erosion of road and improve flood standard of protection'. In the Options Appendix description of SMZ3a the following has been added (and W9 summary description updated to reflect this):  'the A3054 west of the Yar Bridge is another key link from Yarmouth to the west of the Island. The preferred option in this location is to maintain the existing defences including the timber planking running parallel with the coastline, adjacent to the breakwater, that supports the small beach and shelters the Norton Spit Site of Special Scientific Interest behind, during refurbishment the condition and role of the groynes in the area should be considered. Maintenance in this area coupled with the maintenance/improvement of the breakwater will provide protection for this section of coastline including the road in the short to medium term. In the longer term with increasing sea levels, the preferred option is to improve the road defences by primarily preventing erosion and also potentially improving the flood standard of protection through earth bunds or new walls. During scheme design it will be considered whether new defences should be provided adjacent to the road or whether the existing defences in front of the Norton Spit can be improved taking into account the environmental designated land behind.'  In the main document the W9 description the text has been changed from 'Maintain existing assets' to 'Maintain existing assets to prevent erosion of the A3054'.</p> <p>3. This Coastal Strategy examines the coastal risks of flooding by the sea and erosion. Whilst the solutions proposed need to take account of other risks, it is not the role of the Coastal Strategy to address inland fluvial flood risk. With regard to Thorley Brook in particular, the short-term proposal of maintaining the present defences at the mouth of Thorley Brook will prevent tidal flooding from entering the valley, and therefore this issue is addressed at an appropriate level for this Strategy. Regarding the disruption to the transport infrastructure upstream at Thorley Road and bridge, issues of the local operation/maintenance of the bridge structures and fluvial flooding are noted and have been shared with the relevant agencies, and should be taken forward with the asset owner and relevant parties. In the medium-term, the Coastal Strategy proposes a Coastal Defence Scheme of managed realignment in Thorley Brook, restoring tidal ingress into the valley. Detailed Scheme design would be undertaken at the time with full consideration for all assets and features in the area, including properties, road, habitats, environment, access, heritage features and archaeological potential.</p>
22	Resident	<p><i>Question 13, Further comments:</i></p> <p>As well as property protection, in Cowes for example, I am keen to see measures to preserve coastal access on foot, and by bicycle where appropriate. In this connection the national coastal path scheme may well be a source of funding in partnership with erosion management funding.</p>	<p>Thank you for your questionnaire, including your support of the strategic options and taking forward the Strategy as a whole.</p> <p>In reply to your additional comments, the proposals and future schemes arising from the Strategy would seek to preserve coastal access wherever possible, including through current maintenance and as part of future scheme design. Thank you for highlighting the national coastal path scheme; the local authority will consider all potential future sources of contributions and funding.</p>
23	Resident	<p><i>Question 3:</i>  [<i>I heard about the Strategy from</i>] Another resident. All of the Gurnard Marsh Residents are very committed to Defences.</p> <p><i>Question 13, Further comments:</i>  Very impressed with the care and time which has been given to addressing these problems. Excellent presentation given by the staff at the New Holmwood Hotel on behalf of the I.O.W. Council and the Environment Agency. Do hope we can move forward together to continue the defences which have already been implemented and perhaps find new solutions in the immediate future!</p>	<p>Thank you for your questionnaire, including your support of the strategic options for SMZ5 (Cowes and Gurnard) and for taking forward the Strategy as a whole.</p> <p>In the light of the comments received from the local community during the Consultation period and the aspirations of the residents, additional work was then been undertaken to test the further ideas submitted and refine the Strategy option for Gurnard Marsh, which is presented in an update to the preferred approach for SMZ5a in the Main Report (Final Strategy) and in an additional annex specific to Gurnard Marsh added to the Options Report, Appendix J. Thank you for your comments on the Strategy process and the roadshow in Cowes.</p>
24	Resident	<p><i>Question 10: Is there any key information that you think the Strategy has not addressed?</i>  Gurnard Marsh Luck. Infrastructure road ignored. Tourism asset ignored. If No Active Intervention.</p> <p><i>Question 13, Further comments:</i>  Thinking behind Strategy for Gurnard Marsh is flawed and disregarding assets in confusion of cost benefit only relating to number of dwellings ignoring irreplaceable benefit to tourism community and transport infrastructure.</p>	<p>Thank you for your questionnaire. We note that you do not support of the strategic options for SMZ5 (Cowes and Gurnard), or taking forward the Strategy as a whole.</p> <p>In the light of the comments received from the local community during the Consultation period and the aspirations of the residents, additional work was then been undertaken to test the further ideas submitted and refine the Strategy option for Gurnard Marsh, which is presented in an update to the preferred approach for SMZ5a in the Main Report (Final Strategy), supported by an additional annex specific to Gurnard Marsh which has been added to Options Report, Appendix J.</p> <p>The potential impacts to the road were considered in the Strategy development and the following risks identified: Other than short term infrequent submergence due to flooding (leading to minimal economic impacts), the potential risk of loss of the road (due to erosion) is not predicted until epoch 3 (when there is a No Active Intervention policy in place). Only main roads carrying a large amount of traffic, and which if lost would cause mass disruption because of lack of alternative routes and amount of users, are able to be counted in the benefits, according to the current economic appraisal guidance (i.e. the A3054 between Bouldnor and Yarmouth, the key road link to a number of settlements in the west of the Island).</p>

	From:	Comment:	Reply and action taken:
			<p>Additionally, a value of 'indirect' benefit is included in the economic appraisal. This figure is made up of a number of different things. Vehicle damage, emergency response and clear up costs and temporary food and accommodation costs have been accounted for per household. Potential risk to life has been included in the valuation based on the number of residential properties at risk of flooding in the area and the flood hazard present.</p> <p>Tourism losses can be counted in the appraisal by utilising data such as visitor numbers to an area and then estimating what percentage of these visitors would no longer visit an area after a certain point in time under a Do Nothing scenario. However if this tourism is displaceable or transferable (e.g. if people can go to another restaurant, beach or sailing club nearby instead) this cannot be counted in the appraisal under the current rules as the assessment is looking at national economic loss (not local). There would potentially be local tourism impacts but these cannot be counted (in the sense of counting them as a scheme benefit in the calculation of potential government funding).</p> <p>Another aspect of the impact on tourism is the potential risk to holiday homes. Holiday homes impacts have been addressed in the appraisal by assuming at the strategic level that all the residential properties in the area are fully occupied and lived in. In terms of benefit counting this is more valuable than identifying them as not permanently occupied homes as the indirect costs outlined above only apply to residential properties (loss of life, vehicle loss and temporary food and accommodation costs).</p>
25	Resident	<p><i>Question 8, Do you support the proposed strategic options..? Ticked "no" and added a comment:</i> Because there is no plan to help this area.</p> <p><i>Question 9, Are you in support of the Strategy being taken forward..?</i> <i>ticked 'don't know' and added a comment:</i> Mixed feelings about this. Very disheartening to hear the Gurnard Luck area is so far down in your priorities. For those of us who have made it our home there, we are now faced with our homes losing their value; our, no doubt, reduced chance of selling our homes; having to put our own savings into flood defences. *The risk that the road from Cowes to West Wight - Totland, Freshwater and Yarmouth will be lost - it is an increasingly busy road. *We have a popular sailing club that will be lost. *We have well-used holiday homes that will be lost - an impact on tourism. *An excellent, high-quality restaurant on the shore will be lost which impacts tourism.</p> <p><i>Question 10: Is there any key information that you think the Strategy has not addressed?</i> Need a breakdown of specific measures that will be done and the costs of each of those measures.</p>	<p>Thank you for your questionnaire.</p> <p>For Gurnard Marsh (area SMZ5a) the figures quoted in the Draft Report Summary Booklet and Main Report queried were the costs and benefits of the Draft <i>Preferred Option</i> over 100 years, which in the case of Gurnard Luck was recommending Property Level Protection and adaptation, as outlined in the accompanying text in the reports, and explained in detail below.</p> <p>The Preferred Option for zone 5a (Gurnard Luck) in the Draft Strategy was recommending '<i>privately funded community and property level flood resistance and resilience at Gurnard Luck (up to 2055). Private maintenance of existing assets is permitted (subject to the usual consents). In the longer term accept that flood risk will increase due to sea level rise but provide a Coastal Change Management Area (CCMA) Plan to support the No Active Intervention [Shoreline Management Plan] policy.</i>'</p> <p>The £239k cost in the Draft Strategy was calculated by assuming the 29 properties that flood in a 1:20 year flood event install 'Property Level Protection' (PLP) measures (at approx. £5,000 per property) in 2015. Then 38 properties would benefit from PLP in 2040 (assuming the PLP in the original 29 properties will be replaced). The cost for SMZ5a also included the cost of a CCMA plan being developed (a planning policy document called a 'Coastal Change Management Area' plan –further info. on this is also provided below). This does <i>not</i> mean the PLP measures would be funded at public expense; The options cost <i>all</i> works, no matter who might pay, to provide a total cost of the whole proposed option (which mitigates the flood risk). As you can see the sums above add up to more than £239k, as the costs have to be 'discounted' for the spend that is not immediate, so they are required to be listed in 'Present Value' terms (as noted at the bottom of each page listing costs in the report).</p> <p>The figure of the 'Benefits', listed alongside the cost, is the value of the damage avoided by implementing the preferred option over 100 years (so it is often less than the total value of all the property at risk, as not all damage can be avoided).</p> <p>In addition to Chapter 9 of the Draft Strategy Report: -Further detail on the different options considered and the costs of the preferred options can be found in Appendix J of the published Strategy (on 'Option Development and Appraisal'). -Further details on the Economics and full damages that were used in the appraisal can be found in Appendix F. All the reports are available online at <a href="http://www.coastalwight.gov.uk">www.coastalwight.gov.uk</a>.</p> <p>For Gurnard Luck, due to the combination of tidal flood risk, fluvial flood risk and coastal erosion risk to Gurnard Luck, with risks from all directions, and it is not feasible/affordable to prevent all these risks, the Strategy therefore looks at how to implement the Shoreline Management Plan policies from 2010 (approved and adopted by the IWC and EA after a 3 month consultation. The SMP policy (for 20 years) is to 'Hold the Line' in the short term (and it noted that this would need to be at private expense, if people wished to, due to the aspirations of the community to do so), then the SMP policy transfers to 'No Active Intervention' in the medium (20-50 years) and long term (50-100 years), acknowledging the increasing risks and the need to adapt to them, and the steps the community is already taking to do so. Private owners can choose to maintain their own existing defences under a NAI policy, but no public funding would be spent on constructing new defences.</p> <p>The potential impacts to the road were considered in the Strategy development and the following risks identified: Other than short term infrequent submergence due to flooding (leading to minimal economic impacts), the potential risk of loss of the road (due to erosion) is not predicted until epoch 3 (when there is a No Active Intervention policy in place). Only main roads carrying a large amount of traffic, and which if lost would cause mass disruption because of lack of alternative routes and amount of users, are able to be counted in the benefits, according to the current economic appraisal guidance (i.e. the A3054 between Bouldnor and Yarmouth, the key road link to a number of</p>

	From:	Comment:	Reply and action taken:
			<p>settlements in the west of the Island).</p> <p>Additionally, a value of 'indirect' benefit is included in the economic appraisal. This figure is made up of a number of different things. Vehicle damage, emergency response and clear up costs and temporary food and accommodation costs have been accounted for per household. Potential risk to life has been included in the valuation based on the number of residential properties at risk of flooding in the area and the flood hazard present.</p> <p>Tourism losses can be counted in the appraisal by utilising data such as visitor numbers to an area and then estimating what percentage of these visitors would no longer visit an area after a certain point in time under a Do Nothing scenario. However if this tourism is displaceable or transferable (e.g. if people can go to another restaurant, beach or sailing club nearby instead) this cannot be counted in the appraisal under the current rules as the assessment is looking at national economic loss (not local). There would potentially be local tourism impacts but these cannot be counted (in the sense of counting them as a scheme benefit in the calculation of potential government funding).</p> <p>Another aspect of the impact on tourism is the potential risk to holiday homes. Holiday homes impacts have been addressed in the appraisal by assuming at the strategic level that all the residential properties in the area are fully occupied and lived in. In terms of benefit counting this is more valuable than identifying them as not permanently occupied homes as the indirect costs outlined above only apply to residential properties (loss of life, vehicle loss and temporary food and accommodation costs).</p> <p>Following the Consultation and the representations by residents detailed in this table, with additional suggestions provided by residents, the Gurnard Marsh area was revisited, with the defence condition, flood modelling, and economic appraisal was updated using new defence and property survey data that was collected. This was used to improve and refine the representation of the defence heights and property heights, update the damages, and test the minor scheme idea proposed. This work is detailed fully in a new annex added to Appendix J, the Options Appraisal. In addition, the policy wording for SMZ5a (Gurnard Marsh) has been updated in the Main Report (as outlined above in reply to the resident's scheme proposal) and in supporting appendices accordingly. In summary, the revised approach follows the same principle as the Draft Strategy in recognising the multiple and increasing future risks to the area that mean continuing adaptation is essential, and this remains the foundation of the policy. Costs listed are therefore based on maintenance and then development of a Coastal Change Management Plan for the area to assist adaptation. However the revised approach now also notes the residents aspirations for minor works to reduce tidal flood risk in the short term (whilst acknowledging the long-term risk), if the community wishes to collect the funds required to promote a minor scheme, if there is the support of all those affected, and if issues of tide-locking, fluvial flooding and residual risk can be satisfactorily addressed, requiring further investigation as part of any scheme (please see full details in Appendix J and the Main Report for 5a). The revised approach also recognises that due to the individual property characteristics in the area, flood <i>resilience</i> is likely to be more suitable method to reduce risks for individual properties than flood <i>resistance</i>, and is recommended.</p>
26	Solent Protection Society	<p>Question 10: Is there any key information that you think the Strategy has not addressed?</p> <p>1. Erosion risk to historic places 2. Relationship with M.C.Z.s</p>	<p>Thank you for your questionnaire, including your support of the strategic options for SMZs 3,4,5,6 and for taking forward the Strategy as a whole.</p> <p>In reply to your additional comments, we can confirm that the Strategy did include assessment of historic features at risk in its appraisal, and the MCZs. Further information can be found in Appendix G of the published Strategy, the Environmental Report. All the reports are available online at <a href="http://www.coastalwight.gov.uk">www.coastalwight.gov.uk</a>.</p>
27	Resident	<p>Question 10: Is there any key information that you think the Strategy has not addressed?</p> <p>I'm currently not well enough informed to work out if anything has been missed.</p>	<p>Thank you for your questionnaire supporting the strategic options for SMZ 3 and 6, and the Strategy as a whole. No changes to the reports required.</p>
28	Resident	<p>Question 10: Is there any key information that you think the Strategy has not addressed?</p> <p>Who is responsible for the private frontages of properties to the west of Norton Spit to Fort Victoria.</p>	<p>Thank you for your questionnaire, we note that you did not support the strategic options for SMZ 3 or the Strategy as a whole.</p> <p>In reply to your additional comments, for the area from Fort Victoria to Norton Spit (area W8, in SMZ 3a, page 83) no publically funded investment in coastal defences is planned in this area, but private landowners may wish to undertake maintenance of their existing defence structures, subject to obtaining the necessary consents. The description on page 83 of the Draft Strategy Main report (listing the approach for W8 of privately funded maintenance of existing defence assets) has been expanded to provide additional clarity, as described above.</p>
29	Resident	<p>Question 10: Is there any key information that you think the Strategy has not addressed?</p> <p>Maintenance responsibilities for the seawall in front of Norton Grange.</p>	<p>Thank you for your questionnaire, we note that you did not support the strategic options for SMZ 3 or the Strategy as a whole.</p> <p>In reply to your additional comments, for the area from Fort Victoria to Norton Spit (area W8, in SMZ 3a, page 83) no publically funded investment in coastal defences is planned in this area, but private landowners may wish to undertake maintenance of their existing defence structures, subject to obtaining the necessary consents.</p> <p>The description on page 83 of the Draft Strategy Main report (listing the approach for W8 of privately funded maintenance of existing defence assets) has been expanded to provide additional clarity, as described above.</p>
30	Resident	<p>Question 10: Is there any key information that you think the Strategy has not addressed?</p>	<p>Thank you for your questionnaire supporting the strategic options for SMZ 1-6.</p>

	From:	Comment:	Reply and action taken:
		<p>SMZ3 Freshwater Bay is the bay in total from the E. Headland to Headland in the west. No detail is provided related to the bay East (or West) of the existing sea wall up to each headland.</p> <p>No consideration of ways to reduce the pebble beach height is provided such as by the use of groynes as was suggested at the last public consultation in CHOYD [Yarmouth community hall].</p>	<p><b>Reply and action taken:</b></p> <p>In reply to your additional comments, the Strategy does include the cliffs in the west of Freshwater Bay, but not the cliffs in the east of the bay. This can be seen on the close-up maps. The reason for this is that it was important for the Strategy to include the entire low-lying Western Yar valley (at Yarmouth in the north and Freshwater Bay in the south), so the Strategy ends at the eastern limit of the current sea defence flood wall, and includes both ends of the valley.</p> <p>To the east of this point, the cliffs begin and the risk changes to a more straight-forward risk of erosion and cliff retreat, as is found right along the south-west coast of the Island, and this coastline has a policy of 'No Active Intervention' set by the Shoreline Management Plan in 2010</p> <p>The West Wight Coastal Strategy is dominated by low-lying towns at risk of sea flooding (including Freshwater, Yarmouth, Cowes and East Cowes), and the coastlines and infrastructure linking them.</p> <p>The undefended, eroding cliffs in the west of Freshwater Bay are part of SMZ1 (area W1), as described on pages 57-63 of the Draft Strategy. All the features at risk have been included in the assessment of that area.</p> <p>The low-lying defended coast in the centre of Freshwater Bay is included as part of SMZ3 (encompassing the flood risk throughout the Western Yar Valley); specifically, as area W12 on pages 94-101 of the Draft Strategy, including the map on page 100.</p> <p>Further detail on each of these areas can be found in the Appendices.</p> <p>The Strategy documents have been amended in answer to this query, to clarify the approach taken to the groynes in Freshwater Bay, as follows:</p> <p>The Strategy is not proposing an immediate scheme in the Freshwater Bay area, but has highlighted the need for the refurbishment of the seawall at the end of its residual life, and in the medium-term, to prevent a breach into the Western Yar valley. There is anticipated to be only limited national Grant in Aid funding towards this refurbishment, so local funding contributions will be needed to achieve this work, as outlined in the Strategy.</p> <p>In relation to groynes in particular, additional has been added to Appendix J (all reports available online at <a href="http://www.coastalwight.gov.uk">www.coastalwight.gov.uk</a>), as follows:</p> <p>In Appendix J, on the Options, supports the Main report by providing full details on all the 'Preferred Options'. The following explanation has been added to section 7.5 on the preferred options for Freshwater Bay:</p> <p><i>'Regarding the use of groynes in Freshwater Bay, the Strategy does not propose lengthening groynes as the environment is international designated, as well as the cost constraints outlined above. Similarly, it does not propose raising the height of the groynes, as this would potentially raise rather than lower the height of storage of beach materials at the back of the beach, and therefore not assist in reducing amount of the beach materials that can be pushed up onto the defences during storm events. The beach also provides a degree of natural protection to the ageing seawall, which will be difficult to replace at the end of its life as funding is limited, although there is the aspiration to do so, as stated above. The Strategy highlights the importance of refurbishing the seawall in the medium term, at the end of its residual life, to prevent a breach. The maintenance of the existing groynes in area in the short term is an issue for consideration in the prioritisation of local level maintenance funding by the asset owner. When the time comes for more comprehensive refurbishment of the seawall in the medium term, the condition and role of the groynes in the area should be considered during the detailed scheme design. Further information on coastal monitoring and beach profiles in the area is provided in Appendix C of the Strategy on coastal processes.'</i></p> <p>With regard to the short-term maintenance of existing groynes and structures, where they are IWC owned, they are currently inspected monthly and maintenance and repairs are prioritised and undertaken based on risk, with regard to urgency, budgetary constraints and seasonal working. In areas where groynes are privately owned, or if private contributions are available, they could be repaired and maintained, subject to obtaining the necessary consents.</p>
31	Resident	<p>Question 10: Is there any key information that you think the Strategy has not addressed?</p> <p>Groynes at Freshwater Bay. Lengthen and temporary flood defences for the flood wall at Freshwater Bay.</p>	<p>Thank you for your questionnaire which supported the strategic options for SMZ 1-6, although we note you did not support the Strategy being taken forward overall.</p> <p>At Freshwater Bay in the short term the preferred option recommends ongoing maintenance of the existing seawall in front of the A3055. After this, in the medium and long term, it is likely that ongoing capital refurbishment will be required for this structure (primarily for erosion protection, to prevent a breach). There is likely to be limited government Grant in Aid funding available for these works so contributions will be required to fund this scheme. This is why the preferred option is to retain the structure at its present height, as a more ambitious option to raise it in height would be even more expensive, requiring even more local contributions. Retaining the wall prevents flood risk to the majority of the properties in the area, although a limited number will continue to be at risk of overtopping. The Strategy sets the future approach for the area, allowing time to seek funding and develop a future scheme for refurbishment at the end of the structure's residual life. Any minor adjustments to the existing structure should be dealt with as part of local-scale maintenance.</p> <p>In relation to groynes in particular, additional information has been added to Appendix J to clarify the role of groynes in Freshwater Bay. All reports are available online at <a href="http://www.coastalwight.gov.uk">www.coastalwight.gov.uk</a>. As follows:</p>

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			<p>Appendix J, on the Options, supports the Main report by providing full details on all the 'Preferred Options'. The following explanation has been added to section 7.5 on the preferred options for Freshwater Bay:</p> <p><i>'Regarding the use of groynes in Freshwater Bay, the Strategy does not propose lengthening groynes as the environment is international designated, as well as the cost constraints outlined above. Similarly, it does not propose raising the height of the groynes, as this would potentially raise rather than lower the height of storage of beach materials at the back of the beach, and therefore not assist in reducing amount of the beach materials that can be pushed up onto the defences during storm events. The beach also provides a degree of natural protection to the ageing seawall, which will be difficult to replace at the end of its life as funding is limited, although there is the aspiration to do so, as stated above. The Strategy highlights the importance of refurbishing the seawall in the medium term, at the end of its residual life, to prevent a breach. The maintenance of the existing groynes in area in the short term is an issue for consideration in the prioritisation of local level maintenance funding by the asset owner. When the time comes for more comprehensive refurbishment of the seawall in the medium term, the condition and role of the groynes in the area should be considered during the detailed scheme design. Further information on coastal monitoring and beach profiles in the area is provided in Appendix C of the Strategy on coastal processes.'</i></p> <p>With regard to the short-term maintenance of existing groynes, where structures are IWC owned, they are currently inspected monthly and maintenance and repairs are prioritised and undertaken based on risk, with regard to urgency, budgetary constraints and seasonal working. In areas where groynes are privately owned, or if private contributions are available, they could be repaired and maintained, subject to obtaining the necessary consents.</p>
32	Resident	<p><i>Question 10: Is there any key information that you think the Strategy has not addressed?</i></p> <p>Much of the flooding in Freshwater village is due to water running off the downs and rain, rather than coastal flooding.</p>	<p>Thank you for your questionnaire supporting the strategic options for SMZ3 and the Strategy going forward overall.</p> <p>This Coastal Strategy examines the risks of coastal flooding (from the sea) and coastal erosion. Whilst the solutions proposed need to take account of other risks, it is not the role of the Coastal Strategy to address inland fluvial flooding or surface water flooding. Thank you for highlighting this issue which can inform future scheme design when the seawall requires refurbishment in the medium term. The relevant agencies have been advised that that this issue of surface water flooding has been raised during the Coastal Strategy consultation.</p>
33	Resident	<p><i>Question 10: Is there any key information that you think the Strategy has not addressed?</i></p> <p>We own property [name] on the western side of Gurnard Luck including a section of cliff and down to mean high water at Cooks Bay. We have owned the property for 20 years. Over that period we have seen the cliff slowly erode but over the last 3 years the rate of erosion has increased substantially to the point where the erosion has undercut footpath CS16 resulting in its closure. To quantify, we have lost over 2 metres of cliff. The cliff edge to the rear of our property is now only 15 metres from The Luck. We strongly feel that the policy proposed for the east side of The Luck is extended to include the west side of The Luck and Cooks Bay and is given the same status. Our reasons are as follows: Should the cliff around Cooks Bay continue to erode and is breached the whole of The Luck and the land and properties on the eastern side would be susceptible to coastal flooding. Also the main utilities, gas, electric and water, all have their strategic Solent crossings which emerge at the cliff base in Cooks Bay. SSE and Southern Water have existing sea defences in place to protect their plant and equipment, in the form of gabian cages. This multi million pound investment by the utilities into these cross Solent services ( we know that SSE spent £22million on the under Solent cable crossing) must be protected by allowing them to repair and replace existing defences. These are the main gas, electricity and water supplies to the Island. We have undertaken some limited works to our own cliff to slow the rate of erosion and we would like to think in the future that we could maintain and repair to keep the rate of erosion down. Therefore we feel that the policy of no intervention on the western side of The Luck should be changed to have the same status as the eastern side of The Luck because it is strategically important to protect the cliff around Cooks Bay. With no intervention there is a real risk to the utilities and also in the future the whole cliff could wash away flooding the entire Luck and surrounding area.</p>	<p>Thank you for your questionnaire, we note that you support the Strategy going forward overall, but do not support the proposed option for SMZ 5.</p> <p>In reply to your additional comments, thank you for this information and experience of how the area has changed.</p> <p>Your concerns are noted over the future evolution of the undefended coast west of Gurnard Luck headland, and the implications of this for the properties in Gurnard Marsh. This is one of the many different directions/types of risks that would make implementing a comprehensive built solution to reducing future risks in the Gurnard Marsh area challenging and expensive (i.e. erosion from the north and from the west, flooding from the sea and from the river). The Strategy has included predicted future erosion in this area in its consideration of future risks. A comprehensive scheme to encircle Gurnard Marsh from all these risks is not feasible or affordable, and therefore the Strategy recommends continued adaptation and resilience to flooding to reduce the impacts of flooding, and in the longer term adaptation (including developing a Coastal Change Management Area plan) becomes increasingly important. The Coastal Strategy follows on from the Shoreline Management Plan in recognising the strong wishes of the local community to maintain their existing private defences, subject to obtaining the necessary consents.</p> <p>In the light of the comments received from the local community during the Consultation period and the aspirations of the residents, additional work was then been undertaken to test the further ideas submitted and refine the Strategy option for Gurnard Marsh, which is presented in an update to the preferred approach for SMZ5a in the Main Report (Final Strategy) and in an additional annex specific to Gurnard Marsh added to the Options Report, Appendix J.</p> <p>The coastline west of the headland is mainly undefended and has a policy of 'No Active Intervention' set by the Shoreline Management Plan (SMP) in 2010, which was adopted and approved by the IWC and EA following a three-month public consultation. The SMP sits at the top of the hierarchy of plans for managing coastal risks and remains in place today, to inform decision-making on the coast (as outlined on page 13 of the Strategy). The Strategy sits at a tier below the SMP and examines how the policies could be implemented, identifying future feasible schemes and priorities. On a 'No Active Intervention' coastline, landowners (including utilities) have the right to <i>maintain</i> their existing private structures; but if there is a strong desire to implement new private defences on an undefended coast, the proposals would have to be fully assessed and determined against all relevant policies, plans and environmental legislation.</p> <p>The Strategy does not propose implementing new defences on any undefended coastlines of the Isle of Wight (in line with the Shoreline Management Plan).</p> <p>In neighbouring Gurnard Luck, the SMP 2010 policy is to 'Hold the Line' in the short term (to 2025), then that too changes to 'No Active Intervention' in the medium and long term. This is in recognition of the increasing risks, and that decision-making in the area need to in accordance with an understanding of the future risks, where a comprehensive solution is not achievable.</p>



	From:	Comment:	Reply and action taken:
			<p>Thank you for highlighting the recent improvements to the important Utility pipelines in the area, as well as the properties at risk, both of which are important. As with landowners, the Utility Company owners of the buried electricity cable and the undersea gas pipeline would be able to <i>maintain their existing</i> private structures too, where they have surface gabions on the coast, even under a policy of No Active Intervention.</p> <p>As outlined above, the policy for Gurnard Marsh (SMZ 5a) has been updated in the Final Report and an additional annex added to Appendix J containing further appraisal of Gurnard Marsh.</p>
34	Resident	<p><i>Question 10: Is there any key information that you think the Strategy has not addressed?</i></p> <p>The people who bought on the coast should pay the costs either via special council bands or levy not burden other people.</p>	<p>Thank you for your questionnaire, where you do not support the proposed option for SMZ4 (Newtown Coast). Your feedback on potential future funding for coastal defences is also noted.</p>
35	Resident	<p><i>Question 10: Is there any key information that you think the Strategy has not addressed?</i></p> <p>In comparing the strategy to similar island locations where tourism is important in other countries, I am not convinced that the strategy is ambitious enough. In particular I think the strategy (assuming Britain remains within the EC) should be include an option to seek funding for a complete makeover and enhancement of the Cowes Esplanade to restore it to its condition and glory when first built and to attract more visitors. This would go future than simply maintaining the sea defences but renovate and enhance a major Cowes asset.</p> <p><i>Question 12: In what form would you be willing to contribute [to a future coastal scheme for your area]?</i></p> <p>I would be happy to assist non-financially in the proposed strategy, and to contribute financially or help co-ordinate community funding for improvements under a more ambitious upgrading and renovation strategy.</p> <p><i>Question 13, Further comments:</i></p> <p>I am impressed by the quality of analysis in the strategy. However, having researched local records from the 1830s to 1890s, my impression is that the increased flooding risk may be over-estimated as major flooding of the Cowes High Street was occurring even then.</p>	<p>Thank you for your feedback and comments, and for the information provided on historical flood risk in the area. We note your support of the Strategy overall and of the strategic options for area SMZ5.</p> <p>The Strategy proposes that a seawall is maintained from Princes Esplanade to Cowes Parade, and examines how this might be paid for in the future. It anticipates a refurbishment/strengthening scheme will be needed on the present wall in the medium term, from approximately 15 years' time onwards. The Scheme would be designed at the time (in line with the latest methods, rules and conditions), but a cost estimate has been prepared under the current funding system which identifies that, based on a technique of sprayed concrete to strengthen the seaward-face of the existing wall, to strengthen the wall for another 20 years duration, would cost approximately £2.8 million, of which approximately half could be eligible for government funding (subject to national prioritisation), and of which the other £1.4 million of funding would need to be found locally.</p> <p>This is based on repairing the wall at its current height. Increasing the height of the wall would cost significantly more, increasing the contribution that would need to be sought locally. Therefore some flood risk to properties and the road in that area will continue. The number of properties affected by flooding is relatively low and the road is temporarily affected but is not a strategic transport link. The majority of the risk to the future of the area is to the hundreds of properties at risk from erosion and potential landslide reactivation, if the toe of the coastal slopes begins to erode. In the interim, minor maintenance of the Cowes-Gurnard seawall is anticipated to continue as at present, within available budgets, to extend the life of the current structure.</p> <p>The Strategy has updated our understanding of future risk, and assessed the future works needed under the current funding system, this is an indication of the future challenge in this and many areas of the IW coast.</p> <p>We would welcome further ideas and discussion of proposals to upgrade the area, with refurbishment of coastal defences as part of a wider solution, and seeking all available funding.</p> <p>No changes to the reports required.</p>
36	Northwood Parish Council	[Questionnaire submitted].	<p>Thank you for your questionnaire supporting the strategic options for SMZs 5 and 6, and supporting taking the Strategy forward overall.</p>
37	Resident	<p><i>Question 7, Additional comment on what is important when using the coastline:</i></p> <p>Protecting the natural beauty of the Island, whilst allowing rights of way/footpaths to be maintained. Especially relevant at Totland Bay after landslip.</p> <p><i>Question 10: Is there any key information that you think the Strategy has not addressed?</i></p> <p>Maintaining open access along the coast at Totland and Colwell. Thus is essential for tourism in the area as well as for local residents.</p>	<p>Thank you for your questionnaire supporting the strategic options for SMZs 1,3,4,5 and 6 and supporting the Strategy going forward overall, although we note that you do not support the strategic option for SMZ2.</p> <p>The Strategy recognises that national funding is not currently available to replace the seawall at Totland and Colwell Bay when it reaches the end of its life, and therefore proposes to maintain coastal access for as long as possible by maximising the life of the existing structures within the limited IWC maintenance funding available. Further landslips are likely to occur over time and any future large-scale repairs required will be assessed on a case by case basis. The Strategy therefore supports to aim of maintaining access in the area for as long as possible, but recognises that this is within clear funding constraints. Local communities may wish to consider collecting local funding contributions to help support the future of areas such as this.</p>
38	Resident	<p><i>Question 13, Further comments:</i></p> <p>It's vitally important to this area to keep the Totland to Colwell sea wall open and functioning - both as a sea defence and as a leisure resource.</p>	<p>Thank you for your questionnaire supporting the strategic options for SMZ2 and for the Strategy going forward overall.</p> <p>The Strategy recognises that national funding is not currently available to replace the seawall at Totland and Colwell Bay when it reaches the end of its life, and therefore proposes to maintain coastal access for as long as possible by maximising the life of the existing structures within the limited IWC maintenance funding available. Further landslips are likely to occur over time and any future large-scale repairs required will be assessed on a case by case basis. The Strategy therefore supports to aim of maintaining access in the area for as long as possible, but recognises that this is within clear funding constraints. Local communities may wish to consider collecting local funding contributions to help support the future of areas such as this.</p>
39	Resident	<p><i>Question 10: Is there any key information that you think the Strategy has not addressed?</i></p> <p>We need a proper maintenance policy</p>	<p>Thank you for your questionnaire supporting the strategic options for SMZs 1,2 and 3, although we note you did not support the Strategy being taken forward overall.</p>

	From:	Comment:	Reply and action taken:
			<p>Your comments regarding maintenance, which plays an important role in risk reduction, are also noted. All IWC owned coastal defence structures are currently inspected every month, and all other coastal defence structures are inspected periodically. Maintenance and repairs are planned and undertaken based on risk, with regard to urgency, budgetary constraints and seasonal working. The Environment Agency inspects their assets on a rolling programme (typically every year). Frequent maintenance to assets (grass cutting to embankments, greasing flaps on outfalls etc) is again on a rolling programme, using a benefit/cost methodology to ensure money is spent in the highest risk areas. When assets are identified as being below target condition and are in need of more substantial repairs, these are assessed on an individual basis. The EA own very few assets and many are repaired/maintained using permissive powers i.e. with no legal responsibility to do so.</p> <p>In Chapter 4, the Overview of the Strategy (page 50), we have added a sentence to state that <i>'Maintenance plays an important role in extending the life of the current structures.'</i></p> <p>In Chapter 11, on Funding (page 159), where it explains the challenges for the IOW and introduces the priority schemes, a sentence has also been added: <i>'...a number of schemes are planned in the short and medium term. In the interim, maintenance is also important to extend the life of current structures.'</i></p>
40	Resident	<p><i>Question 10: Is there any key information that you think the Strategy has not addressed?</i></p> <p>It is important to make a pledge to HOLD THE LINE between Totland and Colwell. This area has recently been subject to a landslide and a successful campaign to reopen this exceptionally popular footpath and right of way. Downgrading any defences would have huge impact on the area and the stability of the homes on the cliff top. Please do not down grade the current policy.</p> <p><i>Question 13, Further comments:</i></p> <p>I am really concerned that there are proposals to downgrade the current level of defence away from HOLD THE LINE. This is a vital condition for this area and it should stay.</p>	<p>Thank you for your questionnaire, we not that support taking the Strategy forward overall, but do not support the strategic option for SMZ2.</p> <p>We note and appreciate your concerns over the future of the Totland and Colwell area.</p> <p>The Strategy recognises that national funding is not currently available to replace the seawall at Totland and Colwell Bay when it reaches the end of its life, and therefore proposes to maintain coastal access for as long as possible by maximising the life of the existing structures within the limited IWC maintenance funding available. Further landslips are likely to occur over time and any future large-scale repairs required will be assessed on a case by case basis. If other funding and sufficient local contributions could be sourced, alternative options to better reduce the risks posed by erosion and landsliding could be developed and implemented. However, such funding has not currently been identified, unfortunately, so future risks need to be understood and planned for. If funding is not forthcoming a Coastal Change Management Area Plan will be developed and implemented to ensure future development is appropriate within the potential landslip risk zones, and this will also provide support to help communities adapt or relocate if there is no alternative.</p> <p>The Strategy has assessed the evidence against the latest guidance and national funding system for flood and coastal risks, and it presents a challenging picture where flood and coastal defence funding alone is not enough to secure the future of current seawalls and esplanades and assist coastal communities.</p>
41	Resident	<p><i>Question 10: Is there any key information that you think the Strategy has not addressed?</i></p> <p>Let natural erosion and flooding take place naturally. Better for wildlife, natural beauty and fiscal responsibility.</p>	<p>Thank you for your questionnaire, we not that you do not support the strategic option for SMZ2 and 3. The proposed options for SMZ2 are likely to result in a more natural coastline being re-established in the future, although there are aspirations to protect parts of SMZ3 from future flooding.</p> <p>No changes to the report required.</p>
42	Resident	<p><i>Question 10: Is there any key information that you think the Strategy has not addressed?</i></p> <p>The section on funding sources has just been lifted from an A level text book on funding streams. If this is to have any meaning the IWC must come clean about whether some of these options are a reality or just a fudge such as the non introduction of CIL for starters</p>	<p>Thank you for your questionnaire, we note that you do not support the Strategy being taken forward. The Strategy has assessed the evidence against the latest guidance and funding system to enable a realistic understanding of future risks and scheme potential on the Island. It has highlighted future need, which allows time to prepare for future schemes where viable, to seek local contributions to unlock national Grant in Aid, and to inform appropriate decision-making in areas where risks cannot be mitigated. The Strategy is clear that there are areas where future schemes, or replacing present defences, are not affordable, and has carefully identified priorities for future action. In light of the introduction of the partnership funding system and the scale of the challenges for Isle of Wight coastal communities, work seeking future funding to reduce risks will be ongoing process and all potential ideas will need to be considered. Further information on the economic appraisal process and priority schemes can be found in Appendix F.</p> <p>No changes to the report required.</p>