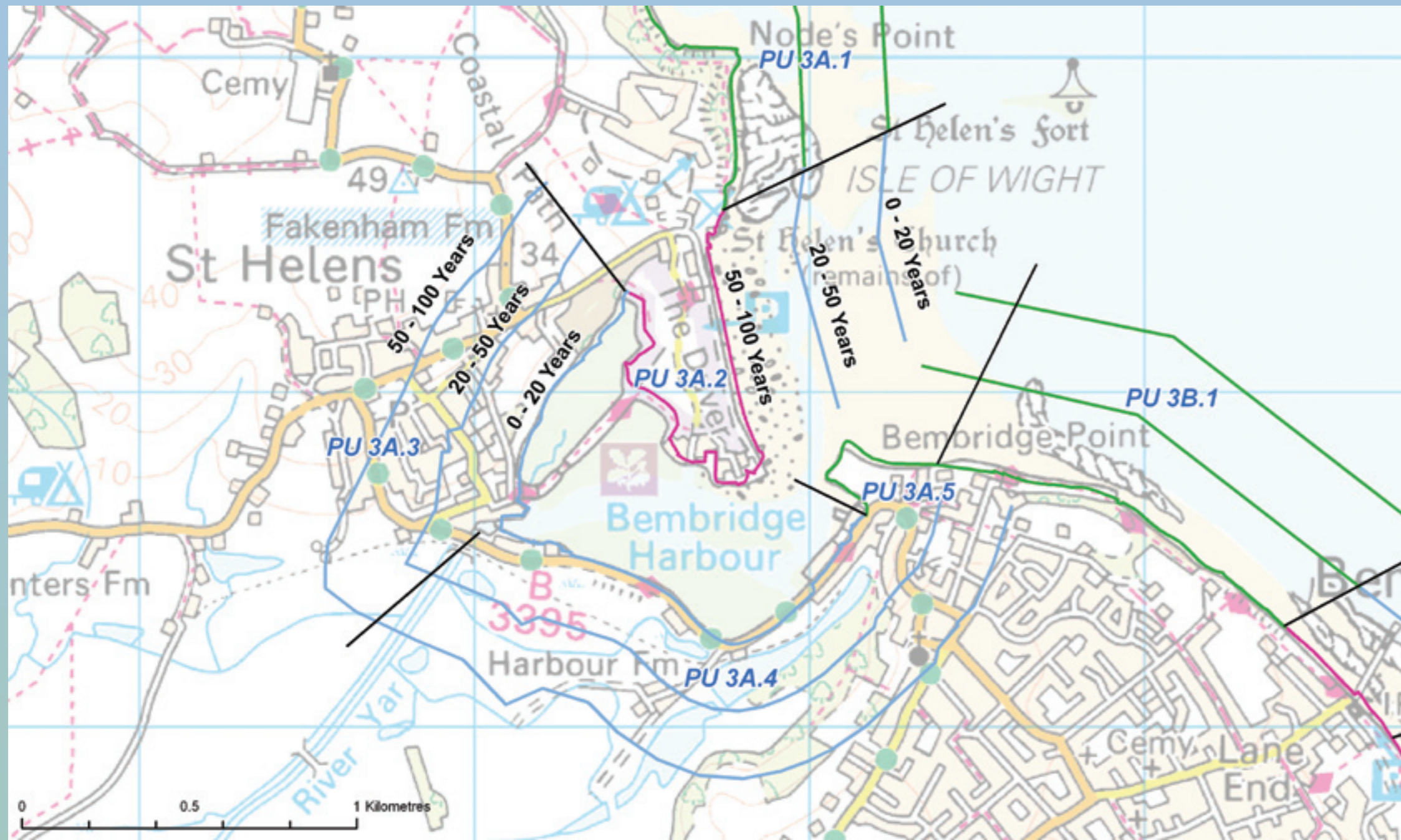
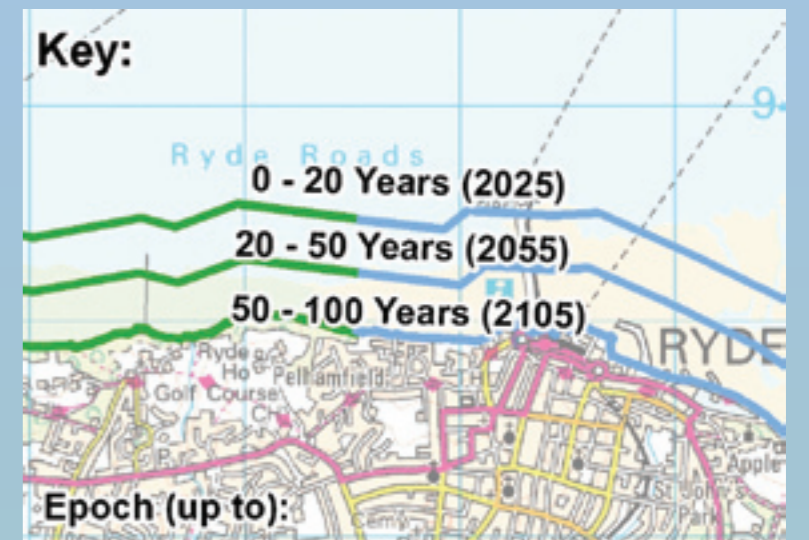


# Eastern Yar Valley and Bembridge Harbour

Bembridge



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



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Bembridge Harbour

## Shoreline Management Plan - Proposed Policies:

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

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