

Summary of the EOIs

Coastal adaptation is the management approach where coastal changes such as erosion and inundation is accepted, but the impact on people is mitigated.

Adaptive management involves understanding the impacts of likely predicted erosion, increase in storm frequency and magnitude. Adjusting to actual or predicted changes in the coast and their effects can include designing buildings and infrastructure so that they can be moved landward as erosion progresses (such as the toilet block at Compton). Demolishing existing structures and building new buildings and infrastructure beyond the risk zone. By allowing erosion of the cliffs in areas such as the southwest coast of the Isle of Wight provides sediments for those beaches and elsewhere.

The summary of the Coastal Adaptation Pilots (CAP) adaptation fund is here:

[Time to Adapt: Helping Coastal Communities Prepare for a Changing Coast – Environment Agency: For homes and habitats.](#)

SMP explorer and coastal erosion risk can be viewed here:

[Home | Shoreline Management Plans](#)

The potential projects which could be carried out on the IOW range from access and property loss, to the adaptation of an important public amenity and adaptation of historic structures to provide future habitats. The Expressions of Interest (EOIs) submitted by the IOW Council were ambitious with our EOIs accounting for £4.5 million of the £12 million national funding pot.

The EOIs submitted to the EA are summarised below.

Coastal Access Adaptation (whole eroding coast)

Much of the coast of the Isle of Wight is eroding, causing future issues for access and properties. In many areas alternative routes cannot be found due to the highly designated hinterland and NAI policy in the SMP. Coastal roads, including the Military Road on the south coast, are predicted to erode causing issues for many homes, including for the provision of services such as water and electricity.

The Pilot would carry out GIS analysis to review the properties and infrastructure lost to erosion in 20 and 50 years, and issues for adjacent properties due to loss of access or

services. The analysis would be carried out on the whole NAI/MR coast. Information on roads, electricity gas, broadband, water and wastewater would be put into a GIS system and compared to NCERM and locally derived erosion predictions.

Once we had the information on the properties that would be affected a consultation would be carried out to inform people of their risks. A consultation would also need to be for the Military Road at Afton Down because there is a lot of expectation that it will be fixed, although it cannot. The Afton Down section is a major draw for coach parties and other tourists so having a consultation on this area would allow for pre-emptive communication and information provision rather than residents being angry after it erodes and a perceived lack of action being taken by National Trust EA/NE and the Isle of Wight Council (IWC)

East Cowes

In line with the SMP for this area the pilot would identify the risks and communicate with the community about those issues. The main concern will be public domain of East Cowes Esplanade and associated facilities and amenities because they are significant community assets of great importance to residents.

The ONS deprivation index shows almost half residents in this area are deprived in one direction. the area being used by residents who gain the most from being outside, using the community facilities offered in this area, is important in a way not captured by standard cost benefit methodology. The site combines significant 'green health' attributes, with accessible free amenity in a poorer area, heritage conservation protections relating to the built environment, and multiple ecological protections recognised both within the Island Planning Strategy and the Local Nature Recovery Strategy.

The study would first predict erosion zones by using NCERM and locally derived data. GIS would be used to overlay the erosion predictions and service information. The mapping would then be shown to and explained to consultees.

Local councillors, residents, community and commercial stakeholders who use and benefit from the esplanade and its amenities, would be supported through workshop discussion covering coastal processes and management to help them consider why maintaining the defence against the advice of the SMP is unviable, but at the same time how new opportunities for collaboration, partnership and stewardship management of the public estate, can be developed and progressed collectively.

The options for redesign, relocation, and replacement of facilities and amenities valued by the local community beyond the risk zone and the delivery a high-quality proposal for a new coastal park will be the outcomes of the adaptive plan proposed by stakeholders.

Fort Victoria

Fort Victoria on the north-west Isle of Wight contains a cluster of nationally significant historic coastal structures owned by the Isle of Wight Council: Fort Victoria (1855, Scheduled Monument), the surviving pier, and Victorian coastal defences. According to the UKCIP18 sea level rise projections, these structures currently face an unmanaged transition from their current intertidal fringe position to increasingly subtidal conditions. No methodology currently exists for planning this transition to maximise ecological value, manage heritage materials responsibly, and empower communities to be able to adapt to these changes.

The Pilot would use the adaptive pathways method (<https://www.deltares.nl/en/expertise/areas-of-expertise/sea-level-rise/dynamic-adaptive-policy-pathways>) and engage with the community (the area is well used and valued by local people), Historic England and other stakeholders to cocreate an adaptive management strategy. Novel opportunities and ideas for environmental improvement would be trialled as an exemplar for working with natural processes and allowing changes to happen to coastal structures and providing a means for providing additional habitat and environmental improvement

The output is a transferable methodology and for heritage-to-habitat transition applicable to comparable listed structures across England including Lighthouses, Coastal Forts and Martello Towers.