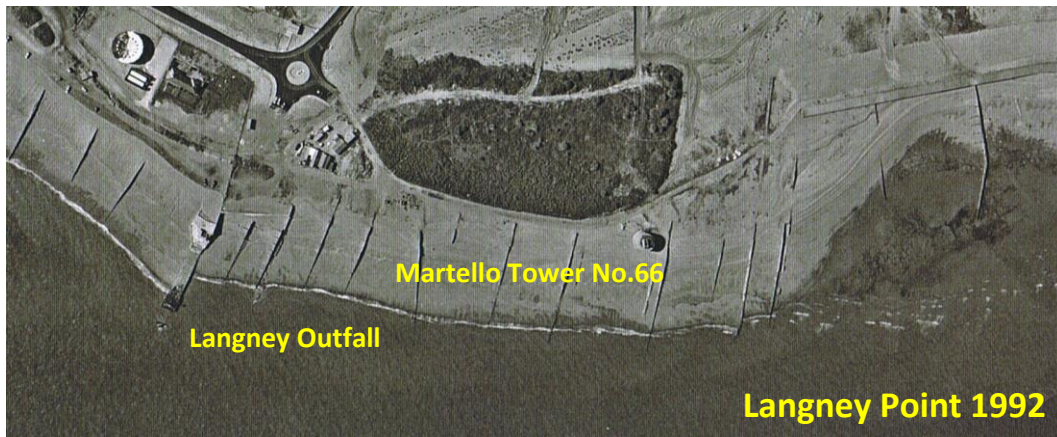




Sovereign Harbour Sea Defences – Langney Point

Sovereign Harbour is not a natural port and in 1993 was excavated out of the shingle foreland known as The Crumbles. Up to that point shingle had moved freely along the coast, from west to east, driven by waves coming up the Channel. Once the harbour arms were constructed, the process stopped as shingle built up on the southern breakwater.



A condition of the original planning consent for the Sovereign Harbour development was that surplus shingle building up on the southern breakwater was to be mechanically removed from the beach, loaded into road-going lorries and taken round to the north side of the marina, where it would be returned to the beach. How and when these works are carried out are also defined, partially by the design of the revetment protecting Martello Tower No.66, but also by Eastbourne Borough Council;

- The beach can only be accessed over the revetment between the end of the southern breakwater and the Martello Tower (point A, below)
- From here, lorries are loaded with shingle, driven along the beach to the public highway and the roundabouts at the eastern end of Prince William Parade (point B, below)
- Works can only be undertaken between 1st October and 31st March each winter
- Works will normally only take place between 07:30 and 17:30 daily Monday to Friday
- On a typical day there will be 90 completed lorry journeys





Although much of the process is controlled as described above, there are aspects that cannot be specified;

- The amount of shingle to be moved each year. The rate at which sediment accretes on the breakwater is primarily dependent on the weather. In calm conditions, shingle moved past Langney Point towards the marina relatively slowly. In particularly rough winters it arrives much quicker and in significantly larger quantities, as the drift rate increases. In winter 2013-14, works continued for 9 weeks. In calm winters 1 or 2 weeks will usually suffice.
- The drift rate is also dependent on what beach works are undertaken by Eastbourne before shingle reaches Langney Point. If Eastbourne recycles shingle back along their frontage, then the volume of sediment moving towards the harbour is reduced.
- Timing. Whilst work can only be done in winter, it is not practical to access the beach during a storm or any rough weather. At high water during a storm waves break onto the revetment above the beach and can prevent safe access to the beach for much of the day. Thus works are only contemplated during calmer weather.



Consequences for Properties on Site 1 Development

Properties being built on Site 1 will inevitably be affected by future work, particularly those closest to the roundabouts adjacent to Eastbourne Wastewater Treatment Works at Langney Point. Here, all vehicles and machines accessing or leaving the site will pass within a few metres of the properties.

The bypassing of shingle round the harbor is the responsibility of the Environment Agency, and will need to be undertaken every winter so long as the breakwaters remain in place. Pevensey Coastal Defence Ltd is currently contracted to do these works on behalf of the Agency until the end of March 2025.

For more information please contact Pevensey Coastal Defence's project manager, Ian Thomas at;

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