

## **Slapton Line Partnership Meeting 17<sup>th</sup> May 2018, Follaton House (DRAFT MINUTES)**

Cllr Julian Brazil (Devon CC Cllr for Kingsbridge & Stokenham & South Hams DC Cllr for Stokenham)

Cllr Val Mercer (Slapton Parish Council)

Cllr Richard Foss (South Hams District Council Councillor for Allington and Strete)

Cllr Kate Gill (Chair, Strete Parish Council)

Peter Chamberlain (Devon County Council Environment Manager),

John Fewings (Neighbourhood Highway Team, Devon County Council)

Lisa Edmonds (Neighbourhood Highway Team, Devon County Council)

Jess Barker (Site Manager, Alun Griffiths Engineering (Contractor for works at Slapton)

Rosemary Harrod (Public Liaison Officer, Alun Griffiths Engineering)

Dan Field, (Senior Specialist in Engineering, South Hams District Council)

Vicky Croughan (Communications, South Hams District Council),

Jon Grimes (Natural England)

Lee Dennison (Slapton Ley Site Manager, FSC)

Martin Davies (Environment Agency)

Dr Amy Plowman, Director of Conservation and Education Whitley Wildlife Conservation Trust

Andy Pratt (Head of Slapton Ley, Field Studies Council)

Alan Denbigh (Chair, Slapton Line Partnership)

Apologies : Piers Spence (Chair, Stokenham Parish Council)

### **1. Minutes of the meeting of the 7<sup>th</sup> March:**

Were approved. Matters arising dealt with below.

### **2. Public Meeting 3<sup>rd</sup> May**

This provided an update on the latest status of the road repair, an opportunity to hear about and feed into the Beach Management Plan and ask questions. The general feedback was that it was a useful and constructive meeting. Andy Pratt proposed thanks to Peter Chamberlain and Dan Field for their presentations at the meeting.

### **3. Update on Repair Progress**

Peter Chamberlain explained that the original plan had been to reinstate the path on the road's seaward side, crossing over in two locations. Following discussions with Natural England and the Field Studies Council, the revised plan has the footpath west of the road (without crossovers) and forming a cut through the scrub in order to provide space seaward of the road to support pioneer vegetated shingle. The new alignment should also be more resilient as it allows the road to be further inland. All coated materials (ie with bitumen) will be removed and re-used. Some shingle will need to be moved to replace the 'excavated' section (where shingle is to replace removed road surface) – which may require a MMO licence, depending on the source of the shingle. Hence the planning application is revised. Ahead of schedule, the contractor, Alun Griffiths has been appointed.

Rosemarie Harrod from Alun Griffiths explained her role which includes developing a customer care and communications plan including a letter drop, meetings and an on-site information hut (on the now closed overflow area in the memorial car park). She would provide information to key locations in the area, website information and link to schools and community groups. The site will be inspected by the construction standards organisation. The old road surface would be used as a material buffer area.

The intention was that a public route through the construction area would be provided at all times but it was possible that at some point the path would need to divert on to the beach shingle.

#### **4. Parking Issues**

Since the road had been closed north of the Slapton turn, people were parking along the road which was potentially dangerous and causing further congestion. John Fewings explained that the clearway implementation was not up to date and hence a temporary Traffic Regulation Order (TRO) would be put in place on 21<sup>st</sup> May. This would enable DCC enforcement officers to issue parking tickets. The issue of how to stop people parking on the shingle ridge was also discussed including extending the existing bollards.

**Action: Vicky Croughan to issue press release/newsletter updating the community that this was about to happen.**

**Action: Dan Field to liaise with FSC and DCC regarding solutions.**

#### **5. Future Plans**

##### **a. Vulnerability Assessment**

This is a detailed assessment already completed to inform which of the BMP measures should be best used at each detailed location eg where retreat might be used and where we have to rely on any existing sea defences. This needs to be revised on a finer scale (50m) and will be revised to take account of the new post-storm Emma situation using data from Plymouth University. There is likely to be a cost of 2-3k for this.

**Action : Dan Field to liaise with Plymouth University to produce revised vulnerability assessment.**

##### **a. Shingle Recycling Modelling**

One of the options left in the BMP is the possibility of shingle recycling. At the moment the efficacy of this is uncertain. Modelling could give a better idea of how much shingle, where to place and how effective this measure is (also without additional information it is unlikely that shingle recycling could be funded by the Environment Agency). The cost is of the order of £20k. The meeting was unconvinced at this point that this would tell us much more than we already know. It was noted that additional data might need to be gathered to support licencing of shingle movements for the MMO during the restoration of the road.

##### **b. Strategy**

The SLP strategy needs to be revised as a result of the BMP. The BMP and vulnerability assessment will both also inform this. The strategy can be included in the BMP non-technical summary (which will be kept in draft form for the moment) in order to create one document summarising all the detail needed and accessible to the public. (The revised document will be presented to a future SLP meeting for agreement)

##### **c. Emergency Funding Use**

It is clear that from the funding secured for repairing the road, there is a substantial residue that could be used for a number of purposes relevant to securing the future of the road.

Peter Chamberlain outlined the options for the opinion of the meeting:

- i. Upgrading of the sea wall (sheet piling) north of Torcross. (£250k)
- ii. Advance planning permission for potentially retreating road north of Torcross – advance planning permission (note no assumption that landowner will grant permission) so until

- vulnerability assessment needs to inform where and whether this is feasible before these discussion could take place. (£200k)
- iii. Upgrading minor road network (estimates needed of optimum amount to do)
  - iv. Torcross coast path repairs (£60k)
  - v. SHDC car park repairs £30-50k

The meeting agreed to prioritise the first three items subject to the notes above with the inland network the top priority, followed by the planning option.

**Action: Cllrs Brazil and Foss to liaise with John Fewings on a priority improvement list for the inland network.**

**Action: Peter Chamberlain to explore the above options with the Environment Agency to be clear about what is likely to be supported by their funding.**

#### **d. Car Parks**

There are plans for extending the Strete Gate car park which haven't been pursued. At Torcross there is currently no proposal to extend the car park for overflow purposes and would require an ecological assessment and landowner permission.

The memorial car park toilets are closed owing to the septic tank now being vulnerable and no prospect of these being reinstated.

An idea to move the memorial over to the other side of the road was briefly mentioned.

#### **6. Communications**

At the public meeting of the 7<sup>th</sup> and subsequently, a resident of Slapton had raised the issue of getting feedback from the community on the current plans and impact. It was felt that there were a number of measures underway to deal with this:

- active councillors and officers responding to enquiries and pursuing specific issues
- websites - SLP, SHDC and DCC and Alun Griffiths plus press releases from SHDC/SLP
- Alun Griffiths public information meetings planned and site representation
- (there is also the option of calling public meetings/drop in sessions at short notice)

#### **7. Adaptation Plans**

The Coastal Change Management Area (CCMA) was briefly mentioned as a measure to ensure that planning proposals are restricted within the flood/erosion zone.

**Action: Dan Field to check status**

Early notes and discussions on an adaption communications plan had been exchanged

**Action: Vicky Croughan and Alan Denbigh to discuss and bring back to the meeting.**

#### **8. Possible Business Rate Rebate for Local Businesses**

Cllr Brazil had written to the Valuation Office Agency to request that they streamline business rate rebate applications for business in the affected area and had received a refusal to do this.

**Action: Alan Denbigh to write on behalf of the SLP to request a blanket agreement for local businesses.**