

Slapton Coastal Zone Management Main Study

Volume 3 Annex A - Consultation Addendum

Prepared by Scott Wilson For
Slapton Line Partnership



DOCUMENT APPROVAL FORM

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Volume 3 Annex A - Consultation Addendum

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Preface

The Slapton Coastal Zone Management Study has been commissioned by the Slapton Line Partnership.

The Slapton Line Partnership is made up of the following organisations:

English Nature
Devon County Council
South Hams District Council
Whitley Wildlife Conservation Trust
Slapton Ley Field Centre
Environment Agency
Defra

The Partnership has been formed to decide how best to deal with potential future erosion of Slapton Line and its effect on the road, the environment, and the community.

The objective of this study is to compile a single reference document that will form the basis for all future decision-making that affects the shingle ridge.

Scott Wilson has undertaken the Study in collaboration with the University of Plymouth, Roger Tym and Partners and Dr Mark Lee.

The University of Plymouth provided material for the chapters on coastal processes and modelling, Roger Tym and Partners focused on the socio-economic aspects of the study and Dr Mark Lee provided specialist geomorphology information.

This Annex was originally published in March 2005 as a report entitled Consultation Addendum. This Annex is part of Volume 3 of the study report, and should be read in conjunction with Volumes 1, 2 and 4. Volumes 1 and 2 present the findings of Phase1 of the study and Volume 4 presents the Executive Summary.

1. Introduction

The Phase 1 Report for the Slapton Coastal Study was published in November 2004.

Copies of the Report were issued to attending organisations and individuals of the Slapton Advisory Forum at the Forum meeting held in Slapton on 18 November.

A public exhibition event was held at the Torcross Tavern in Torcross on Friday and Saturday 19th and 20th November. The exhibition material focused on the scope of the study, work undertaken during the study, the options, issues and recommendations. Copies of the executive summary were given to all attendees. Attendees were requested to complete a questionnaire in order to provide their comments on the Report in a structured format.

The exhibition in the Torcross Tavern was well attended with a total number of attendees exceeding 350. The exhibition was attended by staff from Scott Wilson and University of Plymouth, who were available to answer questions.

The exhibition was advertised and promoted through posters, and promotion by representatives of the local communities and businesses. The press and media also promoted the events.

In addition the exhibition material was displayed at the Torcross Tavern for a full week after, and full copies of the consultants report was available at various local public places including Dartmouth and Kingsbridge libraries.

In response to requests made at the exhibition, approximately 20 electronic copies of the full report were issued on CD.

2. Analysis of Consultation Questionnaires

Comments were recorded at the event on questionnaires or returned after the event (requested by 14th January 2005). A total of 75 questionnaires were returned. Comments were sought both on the scope of the study, comments on the recommendations of the study and views of the study options.

Comments ranged from those of a strategic nature through to very detailed comments with specific proposals and suggestions.

Tables 1 to 4 give a breakdown of responses for the three main areas of comments received:

- Study scope
- Study conclusions and recommendations

- Study Options

Comment on scope of study	Number of responses	Comments
No comments	13	
Scope good	38	
Scope broadly satisfactory	10	
Scope poor	14	Most criticisms of the scope concerned lack of work on historical events

Table 1: Comments on Study Scope

Comment on conclusions and recommendations of study	Number of responses
No comments	25
Broadly agree with conclusions/recommendations or find them reasonable	33
Broadly disagree with conclusions/recommendations or find them unreasonable/inadequate	17

Table 2: Comments on Study Conclusions

Option	Average Score (1= bad, 5 = good)
1 No active Intervention	2
2 Beach nourishment	3
3 Beach recycling	3
4 Rock revetment	3
5 Sheet piling	3
6 Realign road on shingle bank	4
7 Upgrade inland road	2
8 New road landward of Ley	2

Table 3: Average Scores for Options

From this it is clear that from the sample of returned questionnaires as a whole, both the No active intervention and the inland road upgrade/new inland road options were viewed as moderately bad. Road realignment on the shingle bank was viewed as moderately good, and all other options as neutral.

Option	Option Preference (option receiving highest score from an individual consultee)
1 No active Intervention	7
2 Beach nourishment	4
3 Beach recycling	4
4 Rock revetment	4
5 Sheet piling	9
6 Realign road on shingle bank	40

7 Upgrade inland road	1
8 New road landward of Ley	5
None	1

Table 4: Option Preferences

From this table it is clear that of the options presented, the option which was preferred by most consultees was Option 6, Realign the road on the shingle bank. This accounted for approximately 50% of all replies. The next most preferred option, Sheet Piling, accounted for about 12% of replies. None of the other options accounted for more than 9% of replies.

90% of replies preferred some form of intervention to no active intervention. Those preferring a 'soft' type of intervention (beach nourishment, recycling, realignment of road, upgrade of road or new road) accounted for about 72% of replies. Those preferring a 'hard' type of intervention (rock revetment or sheet piling) accounted for about 17% of replies.

It is notable that of all responses received only 7, or less than 10% of the total, were from consultees giving their age as less than 50. From this it is clear that the issue has not engaged the interest of young people, or even the middle aged. Given that the project is concerned with the long-term future, this is a particular issue which would usefully be addressed in a follow-up study or through local groups.

A business questionnaire was also issued to 492 local businesses in the postal areas of Kingsbridge, Dartmouth, Slapton, and Chilmington. The results of this can be seen in section 5 of this report.

3. Comments Received on Consultation Questionnaires

Table 5 provides a sample of the comments received with the questionnaires. These are not necessarily representative of all responses, but give an idea of the types of issues that were raised.

Sample Comments
1) A breach would be an advantage, because it would reduce the volume of traffic through old and narrow roaded villages such as Charletons and Frogmore, but especially reduce heavy and large lorries which cause structural damage to properties. 2) When the line is breached, its is likely that a salt marsh would be formed. This would enhance the wildlife attraction of the area. 3) The report states that storms will become more frequent and severe because of global warming, with increased sea levels. Breach of the line is inevitable. The businesses of Torcross should adapt and prepare for these changes while time is available, rather than wondering what to do when it happens. Previous generations have adapted to change.
Reassuring and well presented study, although doubts about financial commitment are obviously a matter of concern. I would be strongly against a recommendation which would involve re-routing traffic through Slapton village which already suffers from congestion due to inappropriate vehicle size and length.
Having identified the weakest areas of the shingle bank. How about submerging offshore shingle rocks to the south of this area to reduce shingle movement and to reduce wave power against the shingle bank. As there is a strong S to N flow of tide, I suggest we use this for the generation of electricity. There would be no talk of closing the road then and we would be adding to green power. The option of no intervention and the road closure, which may be this winter or may be in 50 years time, is not an option. The road must be saved for 1) the people n the district 2) communication 3) maintaining the freshwater wildlife in and on the Ley.
Should the road (A379) be allowed to go, the villages Torcross/ Streete and others will become isolated. Travelling to Dartmouth, a nightmare through the Lanes. Any upgrading of the lanes would be too expensive. The sea must not be allowed to encroach into the freshwater Ley- thus changing Flora and Fauna and making a swampy smelly inlet. Villages are already losing Po's stores, small businesses i.e. B&B. Beautiful Slapton Sands for all its past WWII history deserves to be saved for future generations. Funding is obviously a big problem.
This progressive urbanisation of a beautiful area is not what visitors (or this local) want to see. Priority Keep the road open. After 50 years of using the road and showing its delights to visitors, I can confirm that is a major attraction and in a tourist related area such as this, on the basis that people are more important tan animals, preservation of the road is more important than any infringement of the nature reserve that might possibly occur.
As a long term user of the road, my interest is largely in maintaining the roadway as a viable link for as long as possible. This would indicate option 6, of gradual realignment is the best option, until it is overwhelmed by Global Warming.

Table 5: Sample Comments

Some general comments included in the response forms are summarised below:

No Active Intervention

- The majority of consultees felt that this option was unacceptable.

- Some comments included suggestions that a breach of the road would be advantageous, and remove the commuter traffic and heavy vehicles from the local roads.
- A breach of the road would allow the creation of new habitats, and increase local wildlife diversity

Sheet Piling and Rock Revetments

- Some consultees felt this option the most appropriate line of defence for the road. However the majority would not want to see hard defences such as sheet piling or rock revetments along the Slapton Line.

New Inland route

- This option was felt by some consultees to provide the most suitable option, which would not require realignment, and would ease traffic problems on smaller local roads.

Alternative Ideas Suggested

- Creating the A379 road on stilts, to allow migration of the barrier, whilst avoiding the need for realignment.
- Sinking old ship hulls in the bay, and 'restoring the closed cell structure' of the bay

It was almost unanimously agreed that the A379 transport link was vital. If the Slapton road should go, another alternative route would be needed inland.

The local business representatives felt that not a large enough sample of business questionnaires had been sent out. The survey had been too selective. If this was to be conducted in future a much wider and more detailed study of the effects on businesses should be addressed.

However the majority of consultees felt that the study was comprehensive and extensive, although some of the language could have been simplified. Most agreed with the conclusions but felt it would have been better to be consulted at an earlier stage in the study.

4. Responses from Organisations

Formal responses were received from the following organisations:

- Stokenham Parish Council

- The Whitley Wildlife Conservation Trust
- English Nature
- Devon County Council
- South Hams AONB Unit
- South Hams District Council
- Devon Fire and Rescue Service
- Slapton Parish Council

Table 6 summarises the main points raised by each of these organisations.

Copies of all of the responses are included in Appendix A.

Organisation	Summary of Comments
Stokenham Parish Council	Broadly concur with conclusions but have concerns about a number of aspects of the report - clarity and readability of the report, smallness of sample for business survey, historic removal of shingle.
Whitley Wildlife Trust	Work on geomorphology very thorough. Option assessment reasonable and robust. Suggest that realignment must be reactive not proactive in order to be efficient.
English Nature	Road reinstatement could be to standard matching adjacent lengths of road, not the existing Slapton Sands length. Various detailed comments. Weighting for nature conservation etc. aspects is low.
Devon County Council	Comprehensive consideration of coastal processes and geomorphology. Supports recommendations on options to be taken forward. Suggests consideration of hybrid options. Would prefer to see a Climate Impact Assessment to bring together all climate related findings in one place. Need to look at reorganisation of community services. Detailed critique of the report in context of Climate Change is appended to DCC's comments. The critique suggests that the risks of a breach are understated due to underestimation of long-term sea level rise rates and increases in storminess and surge.
South Hams AONB Unit	Approach welcomed, scope thorough. Suggestion that Iteration 2 should look at combinations of beach recycling and local realignment. Also whether adverse social impacts of road closure will be avoided if there is a sufficient period of lead in and adjustment. Need to consider future of Monument car park.
South Hams District Council	Support outcome of report. Options to be considered further should be managed realignment, potentially supported by beach replenishment and recycling, improvements to the inland road and minimal intervention.
Devon Fire and Rescue Service	Well presented study. Further consideration for emergency vehicles.
Slapton Parish Council	Raised issues to do with programme and funding.

Table 5: Responses from Organisations

5. Business Survey Responses

Business questionnaires were sent out to a selection of 462 businesses in the postal areas of Kingsbridge, Dartmouth, Slapton and Chilmington. 23.6% (or 109 businesses) responded. The types of businesses are outlined below in Table 6.

	Number	Proportion of Total
Accommodation Providers	17	15.5%
Eating Establishments	6	5.5%

Attractions	1	0.9%
Pubs	5	4.5%
Other	41	37.6%

Table 6: Business Response Categories

The 'other' category businesses ranged from taxi companies to garden centres. Over 50% of the responses were from tourist dependent businesses.

Although the majority of responses came from the area of Kingsbridge, over 17% of responses were from the Slapton/Torcross area.

Comments on the Impact of the Road

- Overall 57% of businesses felt they were affected by the closure of the A379, whilst 35% of businesses felt they were unaffected. An indication of reduced costs from the closure of the A379 averaged at £6,000 loss of turnover per business during this time.
- 50% of businesses felt that improving the road inland was not an acceptable alternative, and their businesses would be adversely affected. 35% of businesses indicated the improvements to the inland road would be acceptable providing they widened the road to allow two-way traffic access.
- The business responses specifically from the area of Slapton and Torcross, felt the alternative access was poor, resulting in increased difficulty for staff to get to work, and potential future problems for recruitment and supply. All local businesses recommended that if the alternative route was to succeed, the road must allow two-way traffic, and not a system of one-way with passing lay-bys.
- Business respondents were concerned with potential negative impacts on their businesses, if the shingle ridge A379 closes, and no suitable alternative route is provided.

The full analysis of Business Questionnaire results is given in Appendix B.

Appendix A

Organisation Responses

Devon Team

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Job	
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Your ref:

Our ref:

English Nature comments on
 Iteration 1 sent 14-01-05

Date:

14 January 2004

Dear David

**RE: SLAPTON COASTAL ZONE MANAGEMENT MAIN STUDY ITERATION 1:
 DETERMINING THE SHORELINE MANAGEMENT APPROACH**

This letter is English Nature's response to the Iteration 1 report of October 2004. Thank you for supplying English Nature with both a hard and electronic copy of the report.

EN welcomes this report and its links with the SMP process. The report clearly sets out the findings of the investigations into the coastal processes. Also its preliminary examination of the potential options is comprehensive. Here are a few specific comments that I hope are helpful.

Chapter 4 the ecological baseline summarises the main habitats and features of the SSSI and surrounding areas. There are perhaps one or two minor inaccuracies but these are insignificant. For example 4.1.4, the SSSI was notified 1952, 1984 and 2004, not 1952, 1982 and 2004 as stated.

Chapter 5 the geomorphology baseline gives the potential for future evolution of shingle bar on a geomorphology based projection, with a retreat efficiency rate of 0.2 (Orford model). I understand, and it is made clear in the text, that the lines on the maps in volume 2 are based on our current understanding of future scenarios and are predictions based on probability. How certain can one be of the projections from the Orford Model and can any numbers of the statistical probability be put on these lines?

It is interesting that the prediction for a breach of the shingle bar is much less than 1 in 100 years. This means the freshwater aspects of the SSSI are almost certainly secure for sometime to come. There has been much concern about breaching, the future of the freshwater interests of the SSSI and what could be done to protect these. I hope this helps to address many of the fears held.

English Nature notes that the protection of Torcross is a different problem from the protection to the road (1.36). Torcross would be threatened by the shingle bar moving back landwards of the end of the village and this part would need an extension sea wall to protect it.

English Nature comments on Iteration 1 sent 14-01-05

From your report it would seem likely that it will be possible to maintain the road along the shingle bar for a considerable time yet, possibly up to 50 years and even beyond. We also note that it is inevitable that the road will go eventually, as the cost of maintaining it becomes uneconomic. The eventual loss of the road is likely to come about as a result of a storm event, thus the exact timing of the end of the road is likely to remain unpredictable to the last. It is obvious then that any adjustments needed to the local social and economic services should be in place well in advance of this eventuality. Further reports should consider what would be required for these adjustments, and what would be the trigger for resources to be transferred from maintaining the road on the shingle bar to the other options. There does appear to be plenty of time left in which to ensure adjustments are put in place, this should not however lead to complacency.

It is noted that the preferred option at this stage would appear to be managed realignment of the road on the shingle bar. It is also noted that the final preferred option is likely to have more than one strategy within it.

The A379 is of course currently an A road which I understand can only be repaired to A road standard. On considering the nature of most of the A379 from Dartmouth to Kingsbridge, which is certainly not of A road standard, it might well be possible to downgrade the status of the road so that future setback options would involve less expensive engineering. This would have no effect in terms of the transport function of the road.

I do not understand in 12.17 by what mechanism the road could slow down changes to the shingle bar from wave action.

Here are some comments on Chapter 13, the Environmental & Socio-economic appraisal. First in the contents section it is only referred to as Environmental Appraisal. One small point which I am sure has been noticed already the word barrier has been replaced with barberries - computers.

13.11 Cetti's warbler is a separate SSSI feature, in addition to the breeding bird assemblage.

13.16 Similarly to the wording in 13.15, this option may require mitigation measures to protect shingle vegetation.

13.21-13.23 Option 8 It would seem inappropriate to consider building a new road along the landward shore of the Ley. This would almost certainly damage the important features of the SSSI. Any new road would be better situated further inland on the plateau farmland area. There would still be some damaging effects of this in both landscape and ecological terms but far less than if the road is immediately next to the ley.

13.31 The beach recycling option could only be continued to a point where no substantial lowering of beach volume in the northern section were observed. Any threat to the northern section would have to trigger a cessation of this option. In this situation I would consider the potential impact of such an option would be no worse than 0 to -1

13.32 & 13.33 Both these options, rock revetment and sheet piling, would destroy the natural response of the shingle bar to the coastal processes. This would severely damage the geomorphological interest.

It is interesting that you have reached the same conclusion as other experts who have advised English Nature concerning sheet piling and rock revetment. That is that stabilisation of the bar by these means would increase the likelihood of the barrier breaching (figure 13.2). This has been a difficult point to explain to many local people, who have seen these hard defence options as protecting both the road and the freshwater features of the SSSI.

13.34 This would suggest that shingle on the road should be moved to the backslope of the shingle bar.

13.37 This would not appear to be relevant to Option 7, the heading above it.

13.57 This section does not recognise that the shingle bar is likely to remain intact for a long time into the future, with no loss of landscape value. It may even remain intact for considerably more than a century. Also when the road is lost there will be no more traffic on the line, which many would consider to be an improvement of the visual landscape. Hence there are potential positive impacts of option 1 on landscape as well as the negative ones considered.

In Chapter 15, Option Appraisal, there is a relatively low weighting given to the ecology, nature conservation, geomorphology and coastal processes. These four aspects have created the local environment which everyone, including tourists, value. English Nature would therefore maintain that a total weighting of 16 percent for these aspects is rather on the low side.

English Nature appreciates the effort made in the investigations and production of this report and welcomes its expert and independent view.

Yours sincerely



Dr Simon Dunsford
Conservation Officer
(Direct line 01392-889772)



DEVON COUNTY COUNCIL

Edward Chorlton
County Environment Director &
Deputy Chief Executive

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Our ref: DCH/CH7/A/COM CH(921)

Dear David

**Devon County Council Response to:
Consultation by Consultants, Scott Wilson, on behalf of the Slapton Line Partnership
Slapton Coastal Zone Management Main Study – Iteration 1: Determining the
Shoreline Management Approach**

Further to my e-mail of 20th January 2005, forwarding a draft of the County Council's Response to the Consultation, please now find enclosed the County Council's formal Response, as approved by the Executive Chairman for Environment.

There has been one amendment made to the earlier draft, this the inclusion in the final paragraph of "... change and sea level rise, in the event of ...".

I look forward to receiving your comments on Ian Bateman's paper forwarded to you earlier, and also to our meeting of the Slapton Line Technical Group on Friday 25 February 2005, to consider the Consultation Responses.

Yours sincerely

David Andrew
Assistant Environment Director

Ccs Bill Lawrence, South Hams District Council
Simon Dunsford, English Nature



Devon County Council

**Consultation by consultants, Scott Wilson, on behalf of the Slapton Line Partnership
Slapton Coastal Zone Management Main Study – Iteration 1: Determining the Shoreline Management Approach
Devon County Council Response**

The County Council welcomes the opportunity to comment on the Slapton Coastal Zone Management Study Iteration 1.

The following comments reflect the County Council's interests as Highway Authority, Strategic Planning Authority and provider of community services including lifelong learning, libraries and social services. The Council is an active member of the Slapton Line Partnership and the South Devon AONB Partnership. The Council has been responsible for funding and implementing a number of schemes following the major storm damage to the A379 in January 2001, including the construction of the new inland section of carriageway and the relocation of the Memorial.

The County Council welcomes the Study report and the comprehensiveness of its consideration of the coastal processes and geomorphology.

We seek your assurances that the implications of global warming and climate change and the consequences for sea level rise, storm conditions and storm surges, and in turn the predicted timescale for events affecting Slapton Sands have been fully accounted for in the assessment of the implications for Slapton Line. It would be useful for a Climate Impact Assessment to be included in the report to bring together all the climate related findings into one place.

There are concerns that the environmental and economic analysis has been less thorough, and in particular that the results of the business survey have not been available to inform the report. We have already agreed with you that the archaeological and cultural heritage baseline assessment will need to be considerably enhanced to provide an adequate basis on which to take forward Iteration 2.

The Council believes that, as important as the above considerations are, they do not materially affect the validity of the option development and evaluation and the conclusions as to which options should be further assessed in Iteration 2.

The County Council accepts the report's principal conclusions that options involving hard defence of the shingle ridge or the construction of a new inland road are not acceptable and should not be taken forward for Iteration 2 assessment. The report's recommendations that the option of managed realignment be carried forward for further in depth consideration along with the options involving beach recycling, beach nourishment and inland road upgrade is supported.

There is considered to be a strong probability that in reality, measures available to maintain the A379 will be a hybrid of several of these options, much as at present, drawing on selective realignment of some carriageway sections, beach recycling and nourishment eg replacement of shingle bastions, and some minor improvements to the inland local road network in support of the Contingency plan. This should form part of the Iteration 2 assessment.

Subject to your assurances about the assessment of the impacts of climate change and sea level rise, in the event of storm damaging events being seen to occur sooner and with greater frequency, it is considered that the 'Do nothing' option may need to be called on at an earlier date than the report anticipates and should be given higher status, than that currently proposed. This option requires examination as to how the forecast adverse socio-economic and transport impacts could be mitigated, for example, how the provision of local community services would need to be reorganised if the road was eventually permanently to be severed.

End

Working together to conserve and enhance the

David Dales
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20th January 2005

Dear Mr Dales

Slapton Coastal Zone Management Main Study (Iteration One).

I write in response to the publication of the Slapton Main Study, on behalf of the Partnership Committee for the South Devon Area of Outstanding Natural Beauty.

Please note that a number of AONB Partnership member organisations will have made their own individual responses to you separately as well, and these will no doubt have expressed a broad variety of views. This response aims to concentrate on issues from the point of view of the AONB Management Plan.

The report is welcomed; the scope of the Study is broad-reaching and the approach is thorough.

The Study's recommended shortlist of options to be taken forward to the next stage of detailed investigation is supported (managed re-alignment of the road; beach recycling; beach replenishment; inland road upgrade). The recommendation of discarding at this stage the engineered "hard coast defence" options (rock revetment and sheet piling) and new inland road construction is also supported. This general approach appears to accord with the aims and policies of the AONB Management Plan (see attached relevant extracts).

The overall effect of the Study is one of re-assurance in the short and medium term: the assertion that the storm damage of 2001 was the result of "episodic erosion rather than continuous erosion" (a 1 in 25 year event) and the indication that the road should be maintainable on the shingle ridge for 50 years or so (albeit at an increasing scale of costs over time) allows a breathing space and allays fears that the destruction of the road is imminent without a major engineered coast defence intervention in the very near future.

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This scenario allows the pursuit of coastal management measures which are relatively benign environmentally while permitting the continuity of the road link for the time being. The Study indicates that the costs of pursuing this approach would be relatively low in the short-medium term and, provided that this can be afforded, the prognosis for the next 20-30 years is better than might have been expected.

However, this scenario could also provide the temptation to defer addressing the harder long term issues. In particular, the Study clearly indicates that pursuing any of the short-listed approaches would still lead to the eventual loss of the road when there is no longer any space (or funding) left to keep rolling it back away from the sea, possibly after 50 years. It buys time, but all the listed negative impacts of the "do nothing" scenario (the lowest scoring of the options considered in the Study) could then come into play at that later stage. A future generation may have to repeat the whole process we are now going through unless long term clarity of policy and purpose is also addressed now.

In the next stage of the Study, attention therefore needs to be paid to the following:

It is recommended that a combination of short/medium term solutions be investigated. For example, a mixture of beach recycling (moving beach material to vulnerable areas) and local re-alignment of the road where it is threatened with erosion, are two approaches that could be complimentary and work well together.

It is accepted that the A379 is of great importance to the current economic and social well-being of the area. The economic, social and transport analyses of the Study are based on an assessment of the impacts of the road closing immediately, and indicate serious adverse consequences. This is only to be expected when travel to work journeys, travel to school journeys, shopping patterns, delivery rounds, etc etc are all based on having a connecting A-road. However, it would be helpful if the next stage of the Study could analyse whether the serious adverse consequences of road loss might be significantly reduced if a lead-in period allowed a process of adjustment and adaptation to take place. Could a "cul de sac" layout be a realistic and tenable long term option, provided that local residents, businesses and organisations had (say) 25-30 years to adjust? What other social and economic mitigation measures might be needed? There may be an option of adopting one approach in the short and medium term (perhaps managed re-alignment of the road, and beach recycling) in order to "guarantee" the road connection for a given duration, in preparation for progression to a second, longer term option (perhaps inland road upgrade and other social/economic mitigation measures). It is acknowledged that this is a very complex and difficult issue to unravel, but it does seem to be an avenue that will need to be explored.

The present Study helpfully notes that, as well as problems, the severance of the road could also bring benefits and opportunities for tourism and recreation in the area. (Paragraphs 13.96, 17.40, etc). However, this analysis fails to acknowledge the issue of congestion, hazard and noise intrusion arising from the current heavy use of the A379 and consideration might be given as to whether the removal in the long term of through-traffic could bring significant improvements to the peace and quiet of residents in the villages alongside the A379 between Kingsbridge and Dartmouth.

The future of the Monument Carpark in the centre of Slapton Sands is a difficult but pressing issue that will need to be addressed by the Slapton Line Partnership. Figure 11.51 indicates a potentially significant further loss of carparking space from future storm events. It would be helpful if the next stage of the Study could recommend a future management option for the site and in particular for the existing damaged concrete block coast defences.

I would be pleased to discuss any of these issues further with you. Yours sincerely



Robin Toogood
AONB Manager

Attached below: relevant extracts from the South Devon AONB Management Plan.

South Devon AONB Management Plan.

Relevant extracts from the AONB Management Plan 2004-2009 relating to coastline and estuaries are as follows:

The Management Plan overview of coasts and estuaries:

Wild and rugged coastline, secretive estuaries and the quality of tranquility are what define the South Devon AONB. Rivers and in-shore waters permeate the landscape character of the AONB and bring a rich heritage of maritime and trading tradition. The coast is a valuable resource for peaceful recreation and enjoyment treasured by residents and visitors alike. It supports the economic sectors of tourism, recreation, boating and fishing.

The Management Plan aim for coast and estuaries is:

To maintain the highest quality of undeveloped coastal landscape as a defining feature of the AONB and an asset to the nation's natural heritage.

The Management Plan policies for coast and estuaries include:

To respond positively to the challenges of coastal change and sea level rise by planning for the future; and to consider natural processes and "soft defences" in long term coastline management wherever appropriate, accompanied by the realignment of coastal infrastructure to more sustainable locations where there is space to accommodate it.

To protect and maintain the tranquil and unspoiled character of the coastline and estuaries and to secure improvements to coastal sites damaged by past poor quality development or intensive recreational pressure.



THE WHITLEY WILDLIFE CONSERVATION TRUST

Totnes Road, Paignton, Devon, TQ4 7EU, UK

Telephone (Reception) 01803 697500 (Direct Line) 01803 697513 Fax 01803 523457

Email director@paigntonzoo.org.uk or tmchell@paigntonzoo.org.uk

10th January 2005

Mr. David Dales
Scott Wilson
Scott House, Basing View
Basingstoke,
Hampshire RG21 4JG

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Dear Mr. Dales,

Re: Slapton Coastal Zone Management Main Study

I am writing to give the Whitley Wildlife Conservation Trust's view on the results of the first iteration of the above study as presented in the report dated October 2004. The Trust was one of the funders of the study, through the Slapton Line Partnership, and has participated in the oversight of the work through both the Steering Group and the Advisory Forum. We have therefore been aware of and commented verbally on the interim reports on the progress of the work. Nevertheless, the results of the study were very interesting and, as the Trust is the single largest landholder likely to be affected by any proposals arising from it, of particular relevance to us.

Perhaps the first comment to make is our observation that the work on the geomorphology of the shingle ridge is very thorough and provides genuine insight into the probability of a breach of the ridge within a reasonable timescale. The results confirm our belief that such an event is relatively unlikely to occur within 50 years and that the events of January 2001 were a result of an extraordinary set of circumstances. Broadly similar, but not exactly the same, circumstances occurred in October 2004 without any noticeable effect on the shingle ridge, thus confirming the conclusion.

We are aware that the detailed methodology (e.g. the weightings used) of the assessment of the various options has been questioned by some but we believe it to be reasonable and robust. Consequently we believe that the Managed Realignment option is the most appropriate subject only to further refinement under iteration 2.

Of course, Managed realignment runs the risk of meaning different things to different people, hence my question to you at the recent Advisory Forum meeting on how proactive such realignment should be. It is our view that positive realignment would involve too much 'second guessing' of where potential damage to the ridge might occur to be feasible. In any

EXECUTIVE DIRECTOR SIMON J. TONGE, B.Sc.

The Whitley Wildlife Conservation Trust - a registered educational and scientific charity

owner of Paignton Zoological & Botanical Gardens • Slapton Ley National Nature Reserve • Primley Park Nature Reserve
Trustees: D. J. Stradling, B.Sc., Ph.D., F.R.S. (Chairman), D. Bailey, B.A. (Vice-Chair), P. R. F. Chinn, M.A., Ph.D., A. C. J. Cooper, B.Sc. (Hons), P. W. J. Ford, FRIBS,
Mrs L. J. George, B.A. (Hons), M. C. Knight, B.Sc., R. L. Mather, LL.B., M. C. F. Powell, M.A., Ph.D., W. R. Whitley
Charity No. 386227

Environment Friendly Paper

case, funding for such a move would not be available from any source that we are aware of. This Trust believes that Managed Realignment means responding to damage to the road *as and when it occurs* exactly as happened three years ago. The only difference is that as all parties now understand the legal issues involved and how our various obligations and liabilities interact we should be able to respond a great deal quicker. Perhaps at this juncture I should point out that this Trust could never fund any work to reconstruct a road. That must remain the responsibility of others.

Although we all accept that a catastrophic and irreparable breach to the ridge is most unlikely, I nevertheless feel it necessary to point out that this Trust would have great difficulty supporting a proposal to reconstruct the road using bridging or sea defences if such an event did, in fact, occur. Our view all along has been that in the long term (100 years+) the likelihood is that the ridge will erode and the road will be lost. It is imperative that the communities around Slapton come to terms with this and prepare themselves for it. They have been given more than adequate warning to enable them to do it.

Yours sincerely,

A handwritten signature in black ink that reads "Simon Tonge". The signature is written in a cursive style with a large, sweeping "S" and a long, trailing "g".

Simon Tonge
Executive Director

STOKENHAM PARISH COUNCIL

Clerk: Mrs Gill Claydon
Telephone: Kingsbridge (01548 581185)
Email: clerk@stokenham-pc.gov.uk
Website: www.stokenham-pc.gov.uk

Highfield,
Kiln Lane,
Nr. Kingsbridge,
Devon TQ7 2SF.

D. Dales, Esq.,
Scott Wilson,
Scott House,
Basing View,
Basingstoke,
Hamps. RG21 4JG.

10th January 2005.

Dear Mr Dales,

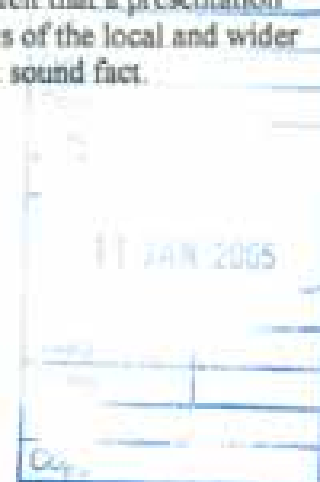
Slapton Line A379 - Report

Councillors have requested that I express their satisfaction and concur with the comment contained within your report wherein you offer the view that in the event the A379 along Slapton Sands becomes undermined it should be made good.

At our last full council meeting on the 16th December 2004 however it was resolved that I should draw your attention to the following concerns.

It was noted that the Executive Summary provided with the full report did not appear to have been written in the terminology and with the active desire for participation of the audience it was intended to serve. It was also felt that those members of the public who have relied on the Executive Summary and not had the benefit of reading the full report may have not been provided with a clear picture of your analysis therefore diluting its impact. Further the exhibition laid on to consult with the community appeared as though it was hurriedly put together and lacked presentation techniques that would have provided true consultation and involvement of parishioners. From general comments received from parishioners and councillors alike the presenters were also perceived as dismissive of local enquiry and input.

This council has been advised that a business survey took place but from anecdotal and personal experience would question its inclusiveness and therefore request further details of those canvassed and the number of responses received? It is felt that a presentation has taken place but not true community consultation of the views of the local and wider population wherein local knowledge can add to and compliment sound fact.



It is also noted that the study appears to have overlooked the historic removal of the shingle. Whilst it is acknowledged the area in question is a closed system and there are arguments for and against the effects of the removal of the shingle, it is believed that consideration should be given within the report to the removal and movement of the shingle up and down the bay. Until this has at least been explored and considered local people will undoubtedly question the intention and reasons for this study.

It is acknowledged that sound evidence is needed for a case to be made for funding if future breaches occur but from the evidence gathered to date little or no further benefit has been achieved. It is felt therefore that further partnership funding would be better spent dealing with reinstatement and future protection of 'the line' rather than the collation of information already available.

On a final point it was requested that this council be provided with the details of the contingency plan now in place should another breach occur.

Yours sincerely,



G.A. Claydon (Mrs)
Clerk for and on behalf of
Stokenham Parish Council

c.c. South Hams District Council
Devon County Council
Owen Masters
Anthony Vale
Slapton Line Defence Group

Please reply to: Ruth Bagley, Chief Executive
Direct telephone: 01803 861363 Direct fax: 01803 866669
E-Mail: chief.exec@southhams.gov.uk

Enclosure	
Action	
Specialist	SLAPTON
Reviewed	15 FEB 2005
By	
Date	
Copy	

Mr D Dales
Scott Wilson
Scott House
Basing View
Basingstoke
Hants RG21 4JG

Your Ref:
Our Ref: CE/REB/NR

14 February 2005

Dear David

SLAPTON PROPOSALS – SOUTH HAMS DISTRICT COUNCIL RESPONSE

I am sure Bill Lawrence has reported the Council's response to your Iteration 1 report informally but for completeness I can confirm that the Council supports the outcome of your report as follows:

That the options to be further considered should be:

- Managed realignment potentially supported by beach replenishment and recycling
- Improvements to the inland road network
- Minimal intervention – for the purposes of comparison

Members accepted the view that hard defence on the shingle ridge or the construction of a new inland road would not be acceptable from either a technical, environmental or economic perspective. They stressed that they saw the preservation of the road where feasible as vital to the community.

They also expressed some concern about the delay in achieving the original project timetable and hoped that, because some of the work for the later iterations had been progressed, we had not lost too much time.

For your further information I attach copies of recent letters from the area. Whilst strictly not a response to consultation it may add to any response you have received.

Best wishes.

Yours sincerely



Ruth E Bagley
Chief Executive

Please record your comments

Details about you	Are you a local resident or visitor?	N/a - Devon Fire and Rescue Service
	Are you a member of an action group?	No
	If you are a resident where do you live?	N/a
	What is your occupation?	Fire Officer
	Are you employed locally or do you run a local business?	Employed by Devon Fire Authority
	What is your age?	50
Scope of Study What are your comments on the scope of the study?	A well presented study which clearly identifies the options available.	
Comments on Study What are your comments on the conclusions and recommendations of the Iteration 1 report?	Whilst the study correctly looks at the amount of vehicle use and there is some mention relating to lorries having to use narrow lanes, there is only limited reference to Emergency vehicle use, whilst this is just one of many points to consider within the study as a whole, more detailed consultation will be required in order to determine what impact the final solution will have on attendance times for Emergency vehicles responding to incidents in the general area.	
View of Options What are your views on the study options? Score 1 to 5 for each option (1= bad and 5 = good) Options are: 1) No Active Intervention 2) Beach Nourishment 3) Beach Recycling 4) Rock Revetment 5) Sheet Piling 6) Realign the existing road on the shingle bank. 7) Upgrade inland roads 8) New Road landward of Slapton Ley.	As a service we have, from the very beginning of the project clearly stated that we would support any solution that did not have an adverse effect on our existing ability to gain access to all areas directly or indirectly served via the existing route. Should the existing road be lost as a result of option 1, then current attendance times would suffer. Options 2 – 6 would have little effect on our day to day operations. Options 7 and 8 would need more detailed consideration as they would change our existing routes and attendance times.	

Further Comments

Are there any further points you would like us to consider?

More detailed consultation will need to take place as and when the options begin to develop a clear course of action, our initial criteria remains unchanged, no significant change or reduction to our existing access and attendance times.

If you are agreeable, please leave your name and address here (as we may wish to respond)

crockey@devfire.gov.uk

THANK YOU!

Please record your comments on the sheets available at the event, or on the website www.slaxtonlinepartnership.co.uk.
Alternatively send them in writing by 14th January 2005 to the consultants at:

Scott Wilson
C/o David Dales
Scott House, Basing View, Basingstoke
Hampshire, RG21 4JG



SLAPTON PARISH COUNCIL

Clerk, Larkin House, 47, Embankment Road, Kinsbridge, Devon, TQ7 1LA.
Tel - 01548 854478 E-Mail - PeterRoper@n047.bnet.co.uk

Ruth Bagley,
Chief Executive,
SHDC,
Follaton House,
Totnes,
TQ9 5NE



8th December 2004

Dear Ruth,

Re: Slapton Coastal Zone Management Study

The Parish Council has received both the Main Study and the Executive Summary – Iteration 1 Determining the Shoreline Management Approach and examined the various recommendations.

Understandably the Council is concerned at this stage that the findings and recommendations do not become dormant as the future of the community at Slapton Village is seriously at stake. Clearly a time scale mentioned in the report of both 50 years and 50 – 100 years is not an imminent threat to the future of Slapton. Equally any threat that could result in the loss of the A379 link would have very serious transportation problems with the inadequacy of the Inland Road network. Notwithstanding the technical analysis of the study, the moment of a serious breach in the sand bank will remain unknown until the time it happens. It is accepted that the 'Do nothing' option cannot be adopted. So the obvious questions which the Parish Council would like addressed by the Slapton Line Partnership are:

- (i) What happens next prior to Iteration 2?
- (ii) What is the time scales involved? and
- (iii) What are the medium term problems/solutions to funding issues?

Could you please let the SPC know when you are likely to be in a position to start addressing these matters?

Yours sincerely

A handwritten signature in black ink, appearing to read "Peter Roper".

Clerk