

## **Slapton Line Partnership Meeting 6<sup>th</sup> March, Follaton House**

Cllr Julian Brazil (Devon CC Cllr for Kingsbridge & Stokenham & South Hams DC Cllr for Stokenham)  
Peter Chamberlain (Devon County Council Environment Manager),  
Martin Davies (Environment Agency)  
Vicky Croughan (Communications, South Hams District Council),  
Lee Dennison (Slapton Ley Site Manager, FSC)  
Alan Denbigh (Chair, Slapton Line Partnership)  
Roger English (Manager South AONB)  
John Fewings (Neighbourhood Highway Team)  
Dan Field (Senior Specialist in Engineering, South Hams District Council)  
Cllr Kate Gill (Chair, Strete Parish Council)  
Cllr Val Mercer (Slapton Parish Council)  
Andy Pratt (Head of Slapton Ley, Field Studies Council)  
Cllr Piers Spence (Chair, Stokenham Parish Council)

### **Guests:**

Jim McPetrie (Slapton Parish Council)

### **Apologies:**

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

Note: notification received from Eamon Crowe of Natural England that 'this is just one of the many partnerships we have had to step back from due to our resource shortages. As you know NE support the current draft adaptation plan of the partnership and we will only act in a Statutory capacity now if works are requested at Slapton'.

### **1. Introductions**

Val Mercer is standing down as Slapton Parish Council's representative and introduced Jim McPetrie as her replacement. Alan Denbigh thanked Val for her many years of service to the Partnership.

### **2. Minutes of the meeting of the 1<sup>st</sup> October 2019**

The minutes were approved (correction made on item 6 Monument Moving: Planning permission is not being organised by Dan Field within SHDC.) Matters arising dealt with below.

### **3. Future Strategy Report**

- a. This has been approved at the previous meeting. Since then a suggested correction has been made by Eamon Crowe from Natural England. Alan Denbigh proposed to make this update to list the change as a factual correction (rather than a policy change) on the inside cover and replace the latest version on the website.
- b. Vicky Croughan reported that a Press release detailing the new strategy, leading on the adaptation manager post had been sent out on 22<sup>nd</sup> October and received coverage from several publications/websites including the Dartmouth and Kingsbridge Gazette, Devon Live and the Western Morning News.
- c. A holding statement, explaining the strategy change (as detailed in the previous meeting) was sent to Strete, Stokenham and Slapton Parish Councils on 11<sup>th</sup> October.

#### 4. Land Charges Statement

The revised Land Charges statement has now been submitted to SHDC for inclusion in the information going out to prospective house purchasers.

#### 5. School Catchments Information

A suggestion raised in the previous meeting was to liaise with schools to help try and avoid the situation where students lived at one end of the line and went to school at the other, hence having a long journey in the event of road closures.

Peter Chamberlain took this back to DCC and reported that:

*this has been discussed between relevant individuals in our Schools Planning and Transport Coordination Teams. As a result, the following position has been agreed:*

#### **A379 Slapton Line Strategy – Implications for DCC Schools Admissions and Transport Policy**

- *The future strategy position in relation to the A379 along Slapton Line has no immediate implications for DCC admissions or transport policy for schools.*
- *Work-around arrangements are put in place during temporary closures. In the event of a permanent closure, appropriate new transportation arrangements will be formalised based on the established policy.*
- *DCC is unable to favour admissions to any particular school or limit parental choice.*
- *It will be up to schools whether or not they highlight potential transportation complications linked to the A379, although this is a difficult issue given the **huge uncertainty over the possible timing of future storm damage.***
- ***What the Slapton Line Partnership is able to do in the interim is ensure that information about the future position is readily available, so that this might be taken into account by residents to inform their future selection of schools.***

*On that basis, whilst an approach to the Schools Federation remains an option, our internal view is that schools are most unlikely to cooperate in terms of providing information about potential future travel complications given the uncertainty over timing. If you were a Head Teacher, would you really attempt to make your school less popular on the basis of the effects of a road closure at some unknown point in the future?*

**Action:** The meeting recognised that this can be a significant issue which has previously caused tension and felt that trying to change behaviours was worthwhile and hence that the main schools affected were Stokenham, Stoke Fleming, Dartmouth and Kingsbridge CC and that we should still pursue this by:

1. Requesting Devon CC to pursue this with schools
2. Approaching schools directly
3. Including activities in the adaptation plan to encourage behaviour change.

#### 6. Additional Posts to Prevent Illegal Parking on the Line

**Action:** DCC can fund FSC to do this work if Lee Dennison is able to expedite costings.

## **7. Coastal Change Management Area**

There has been no relevant activity on this.

**Action:** On related issue Martin Davies to check that flood mapping includes consideration of flooding from the Ley.

## **8. Moving the Monument from Memorial Car Park to Strete Gate site.**

Peter Chamberlain reported that detailed design work, survey for ordnance and ecological assessments have been completed, but he needed agreement on maintenance of the monument in place to be completed. Julian Brazil had chaired a meeting of 12 of the Parish Councils which form two groups: (those that named on the monument, and the others). The non-named would contribute approx. £25-£30 each, the named would pay pro-rata based on population. The total contribution was capped at £900 with a break clause every 4 years to allow for new councils not to be tied into it. Two agreements are needed – one between parishes and one between Strete who had agreed to collect the money and the FSC who would do the work.

Once the arrangement has been concluded, planning permission was likely to take 6 weeks. The intention had originally been to move the monument before the summer holidays. It now makes more sense to complete after the summer holidays (September).

There was discussion around whether the concrete plinth should be removed. There was an assumption that the land should be restored to its original status (as it was originally gifted by the landowners) but also recognition that this might be perceived as a waste of money/might cause weakened beachhead and potentially cause some (albeit small amount of) erosion.

Note there will be an interpretation sign which will include information about the monument and the need to move it owing to coastal erosion.

**Action:** Julian Brazil to produce and circulate an official summary of the parish council agreement in approx 2 weeks after meeting East Allington, the one council not yet agreed.

**Action:** Peter Chamberlain to check with Whitley WCT/Natural England about their expectations re the concrete plinth.

## **9. Adaptation Project Manager Recruitment**

Roger English apologised for the delay in setting up the machinery for recruiting and employing the project manager owing to workloads and SHDC procedure timescales. There is a job description, and person spec and the job is with SHDC for grading. He hoped to now progress; adding in time for notice periods of a successful candidate, it could be up to 3 months before someone is in post.

There was a discussion about the flexibility around the funding. Martin Davies explained that this wouldn't be a problem with the Local Levy 50% funding, neither Dan Field nor Peter Chamberlain anticipated problems with the respective local council funding.

## **10. Adaptation Plan**

Some additional items had been suggested as a result of considering the rock armour maintenance, the meeting with Anthony Mangnall and some suggestions from Martin Davies which will be incorporated.

**Action:** Alan to circulate a revised version of this.

### 11. Rock Armour Maintenance

A gap behind the rock armour running north of Torcross has been observed which appears to leave the edge of the road exposed, causing concern. Recent inspection confirms that the rock moved last year to patch gaps was still in place, but the new exposed area should be patched by re-stacking. Funds required would be £10-20k from the Dept for Transport fund remainder.

**Action:** This should be possible next month or between Easter Summer co-ordinated by Dan Field and Peter Chamberlain.

### 12. Anthony Mangnall, Totnes MP, Meeting

Peter, Dan and Alan met Anthony Mangnall in order to brief him about the Slapton Line. The recent strategy document information was summarised using the presentation material from the recent workshops. Anthony had already been involved in discussions about the Line. He accepts that the road has a limited lifespan and that we should be planning for the future and offered to support by forwarding a list of measures to government for funding.

Alan Denbigh is currently assembling a list of these with help from colleagues including:

- Item	Source for Estimates
Further improvements to back routes	£500k annually for two years, purchasing land, straightening sections, visibility at junctions – (John Fewings)
Village traffic management schemes	£50k John Fewings –
Maintenance of rock armour north of Torcross	£30 per annum maintain rock armour.
Management of adaptation plan beyond current funded period 2022 onwards	£75k per annum
Purchase/leasing of additional car parking space	?? Dan Field
Support for local businesses	Included in adaptation management

**Action:** Alan to circulate the list to attendees.

### 13. Slapton Traffic Survey

The main item requiring follow up is car parking outside the Field Centre. Val Mercer reported that the footpath from the park and walk area was in a poor state, but John Fewings reported that there were no funds to maintain this currently.

**Action:** John Fewings

#### **14. Slapton Ley Drainage**

Periodically the drainage tunnel taking water under Torcross to the outlet at the beach becomes blocked by shingle or is insufficient to cope with the sheer amount of water passing through this, resulting in the road partially flooding near the point in Torcross where the road turns north along the Line.

Historically there appears to have been a verbal agreement between previous representatives of DCC highways and FSC that the former would clear the outlet in the event of blockage during the summer and FSC during the winter. Owing to personnel moving on, this appears to no longer happen. The cost of clearance can be around £700 per time involving bringing a digger along the beach from Beesands.

**Action:** Lee Dennison and John Fewings to discuss. Dan Field to look at the engineering of the outlet.

#### **15. Climate Change Committee Case Study**

Alan Denbigh and Peter Chamberlain explained to the meeting that a case study of the reinstatement of the road following Storm Emma had been written up by the Committee on Climate Change and contained a number of factual errors. Alan had sent an email pointing this out and a response had been received which Alan has drafted a response to.

**Action:** Alan to circulate the original article and the drafted response to colleagues.

#### **16. Torcross Tank Refurbishment**

Roger English updated the meeting on the fact that the Torcross Tank area was now being re-furbished during March funded by the Coastal revival fund and (owner) Dean Small through fund-raising. This included re-furbishing the area around the tank, landscaping, updating the interpretation panels.