

Item	Section Reference, Page No.	Original Strategy Text (2019)	Revised Strategy Text (2023)	Author Reasoning / Further Comment	Suggested Alternative
1	Front Cover, Pg 1	October 2019	October 2023	Suggested Revision Date <b>Note:</b> Date could be amended to 3 <sup>rd</sup> November should this be the meeting where the proposed changes are supported and a revised strategy adopted.	
2	Preface, Pg 4	The Field Studies Council (Slapton Ley Field Centre, which will also represent The Whitley Wildlife Conservation Trust)	<ul style="list-style-type: none"> <li>The Field Studies Council</li> <li>Wild Planet Trust</li> </ul>	Separated following request from Wild Plant Trust and confirmation that they will be representing themselves moving forward.	
3	Preface, Pg 4	This document is the new coastal management strategy for the Slapton Line adopted by the Partnership on 1st Oct 2019.	This document is the new coastal management strategy for the Slapton Line adopted by the Partnership on 20th Oct 2023	Same comment as per Item 1	
4	Executive Summary including Recommendations, Pg 5	This document therefore recommends that we are now entering a phase of life of the A379 road along Slapton Line where further retreat should not take place.	This document therefore recommends that we are now entering a phase of life of the A379 road along Slapton Line where further retreat should not take place. Maintenance and reinforcement of critical coastal defences will still be required and should be kept under review in order to extend the life of the A379 for as long as possible.	Comment reflects outcomes of the Vulnerability Assessment.	Maintenance of coastal defences will still be required to maintain the resilience of the road until a point when triggers (to be agreed) are met that require the road, or sections of road, to be closed.
5	Summary of Recommendations, Pg 5	<b>Sea defences:</b> All sea defences at Torcross should be considered together, aligning their purpose in order to evolve long-term plans for protection to the northern part of Torcross. This would mean considering the main sea wall together with the sheet-piled sections to prevent the sea wall from being outflanked and to provide effective protection to the car park. Consideration should also be given to the rock armour section north of Torcross as part of this system - as a transitional section north of Torcross. In the short term, the rock armour section should be made as effective as possible.	<b>Sea defences:</b> Maintenance of all existing sea defences along the Torcross frontage should continue. Consideration should be given to extending the Hold The Line position to ensure that the purpose of the existing sea defences align to provide long term resilience of Torcross. This should include the section of wall and rock armour extending east of the Torcross slipway. In the short term, the rock armour section should be made as effective as possible.	The vulnerability assessment(s) have continued to indicate that the vulnerable section is where there are already existing defences. A change in the HTL position has been discussed, although extent not agreed therefore this has been brought into the description for clarity.	Maintenance of all existing sea defences along the Torcross frontage should continue. Consideration will be given to reviewing SMP policy that extends the Hold The Line policy at Torcross to include the frontage in front of the existing car park to maintain community resilience here
6	Summary of Recommendations, Pg 6	<b>The Shoreline Management Plan.</b> The SMP will need to be updated in accordance with the revised strategy.	<b>The Shoreline Management Plan.</b> Consideration should be given as to where the SMP can be updated to align with the revised strategy.	Trying to not pre-judge the extent of any changes	Consideration will be given to updating the existing SMP policies as part of an agreed strategy.
7	Summary of Recommendations, Pg 6	<b>Resources</b> Will need to be assigned in order to complete these planning processes.			Added back in following feedback 20/10/23 but with suggested amendment:  Suitable resources will need to be identified within the partnership to support the successful strategy delivery.
8	3. Development of New Strategy, Pg 7	<b>University of Plymouth Input:</b> The University provided the 'Coastal Processes Baseline' section of the BMP as well as a Vulnerability Assessment made following Storm Emma and after the new retreated road section	Sentence added to the end: "The Vulnerability study was updated in 2023."	This acknowledge that a revised assessment has been produced (accepted 20/10/23). Inclusion provides an opportunity for further	

Item	Section Reference, Page No.	Original Strategy Text (2019)	Revised Strategy Text (2023)	Author Reasoning / Further Comment	Suggested Alternative
		had been completed. Sections of this Assessment are contained in Appendix B which show the limited retreat space.		information to be included within Section 5 as part of general document health check.	
9	3. Development of New Strategy, Pg 8	New Addition	An <b>Economics Study</b> was undertaken by Hardisty Jones in 2023. The purpose of this study was to identify the wider economic impact of the Slapton Line now and in the future, taking into account of the views of local stakeholders. This will better inform further discussions about investment in the maintenance of the road, and may be used to support future funding bids.		
10	5.6 Vulnerability Assessment, Pg 15	<p>Following Storm Emma, it was evident that, in many locations where the road had not been structurally damaged, the shingle beachhead had retreated much closer to the road. As a result, an assessment was commissioned to both quantify this level of retreat and to assess the likely consequence of further damage following a similar storm event.</p> <p>This was undertaken by the University of Plymouth with the Slapton Line being divided into 50m sections. For each section, both the beachhead 'buffer' seaward of the road and the landward space available to potentially retreat the road were measured. Each section was then classified as either "highly vulnerable", "vulnerable" or "less vulnerable" based crudely on the number of 'Storm Emma Equivalents' it was likely to be able to absorb. A summary of the findings is provided in Appendix B including a map of those vulnerable sections.</p> <p>The assessment indicated that a significant amount of seaward buffer was eroded during Storm Emma (a 1 in 50-year event). The greatest loss identified was at the memorial car park where 10 metres was lost during this single event.</p> <p>Thirty out of 73 sections had approx. one or fewer 'Storm Emma equivalent' beachhead buffer distances in front of the road. Of these, 19 had some degree of defence in the form of the rock armour.</p> <p>Eight of the sections had one or fewer 'Storm Emma equivalent' landward widths to retreat into, with a further 40 with two or fewer 'Storm Emma equivalent' landward widths.</p>	<p>Paragraph 1 retained but the remainder deleted and replaced with:</p> <p>In 2023 a new Vulnerability Assessment was commissioned which built upon previous assessments of the A379 Slapton Line Road. This provided an up to date assessment of the vulnerability of the road to beach erosion during storms.</p> <p>The work identified that the majority of the line north of the existing defences has a healthy buffer between the road and the upper beach. However the frontage at greatest risk from storm erosion is the area immediately fronting the tank car park to approximately 450m east. This vulnerable section of frontage has some form of existing defence all the way along it in the form of either a retaining wall, retaining wall capped with rock armour or loose rock armour on the beach.</p> <p>Planned maintenance and reinforcement / extension of these coastal defences remains critical and should be kept under review in order to extend the life of the A379 for as long as possible, where the line is demonstrably vulnerable.</p>		<p>In 2023 a new Vulnerability Assessment was commissioned which built upon previous assessments of the A379 Slapton Line Road. This provided an up to date assessment of the vulnerability of the road to beach erosion during storms.</p> <p>This work indicates that the majority of the Line northward of existing defences has a more resilient buffer between the road and the upper beach. However, the frontage at greatest risk from storm erosion is the section immediately fronting the 'tank' car park at Torcross, to approximately 450m northward. This vulnerable frontage has some form of existing defences along it, including retaining wall, retaining wall capped with rock armour, or loose rock armour on the beach.</p> <p>Ongoing and planned maintenance of these defences is still required to maintain the resilience of the road until a point when triggers (to be agreed) are met that require the road, or sections of road, to be closed.</p> <p>Any consideration to extending or improving the resilience of these defences will have to be agreed to ensure no likely significant impact to environmental features and until a point when triggers (to be agreed) are met that require the road, or sections of road, to be closed and, following which, these defences should be removed.</p>
11	6.1 Section 1, Pg 18	<b>Recommendation:</b> Both of these sub-sections need to be considered together as an entity in their role in	Final sentence added to existing paragraph:		Consideration will be given to improving defences along this section, which includes

Item	Section Reference, Page No.	Original Strategy Text (2019)	Revised Strategy Text (2023)	Author Reasoning / Further Comment	Suggested Alternative
		protecting Torcross and its assets. In the short-to-medium term, the sea defences need to be maintained. In the longer term, as expanded in the SMP, due consideration needs to be given to designing and providing a protective buffer for the northern edge of Torcross as the beachhead retreats further and in the long-term ultimately if the shingle barrier breaches.	Consideration should also be given to incorporating section of the existing rock armour, currently documented within Section 2, into this frontage.		reviewing SMP policy where required, to improve resilience to the community of Torcross.
12	6.2 Section 2, Pg 19	The new strategy should, in the short term, seek to focus on making the rock armour section as effective as possible to help preserve use of the road for as long as possible without changing its nature of construction. This should include re-stacking the existing rock and ensuring its integrity throughout its length without further extending it. Beyond the end of the rock armour the vulnerability of the seaward section reduces from highly vulnerable to vulnerable in the main and in the centre section, to less vulnerable where the car park provides buffer between the road and the beachhead.	The new strategy should, in the short term, seek to focus on making the rock armour section as effective as possible to help preserve use of the road for as long as possible without changing its nature of construction. However, to ensure its effectiveness and integrity all options associated with this remedial work should be fully explored before being discounted. Beyond the end of the rock armour the vulnerability of the seaward section reduces from highly vulnerable to vulnerable in the main and in the centre section, to less vulnerable where the car park provides buffer between the road and the beachhead.		Maintenance of these defences is still required to maintain the resilience of the road until a point when triggers (to be agreed) are met that require the road, or sections of road, to be closed.  Any consideration to extending or improving the resilience of these defences will have to be agreed to ensure no likely significant impact to environmental features and until a point when triggers (to be agreed) are met that require the road, or sections of road, to be closed and, following which, these defences should be removed.
<b>Additional Amendments Received Post 20/10/23</b>					
13	Pg 5, General Comment (Slapton Parish Council)	<b>Car Parking:</b> A plan for improving car parking at entry points to the Line needs to be developed. This is likely to require purchase or lease of additional land at Strete Gate and possible additional car parking in Torcross. Both will require negotiations with landowners and environmental permissions. The central memorial car park is likely to be eroded to the point that it will be completely decommissioned. Other wider area options should also be considered.		A carpark for Slapton is needed, but suggest the best option would be protecting the memorial carpark and the access to it.	Suggestion is that we remove the specific detail and include the following:  <b>Car Parking:</b> Consideration will be given to developing a car parking strategy for the area.
14	Pg 7, General Comment (Slapton Parish Council)		When did this take place in Slapton? We must insist strongly that the public are brought up to date, through extensive use of media. There is wide spread ignorance amongst working people, of what is being contemplated. We are all likely to be roundly criticised, if the road fails and then people find nothing will be done in reinstatement, and all the emergency services are severely curtailed.		This is referencing the drop in sessions undertaken in 2018 and 2019.  Recommendation is that this section is expanded as part of General Health check and that in addition reference is made for consideration of a new engagement strategy by the Partnership.
15	Pg 9, General Comment (Slapton Parish Council)		Existing Strategy – was supposed to be for 30 years life, how did this get abandoned?		This period was an aspiration, based upon erosion rates in 2006. The main recommendations were realignment to the North of Slapton Junction and maintenance of the defences at Torcross. Both of these activities have been implemented.

Item	Section Reference, Page No.	Original Strategy Text (2019)	Revised Strategy Text (2023)	Author Reasoning / Further Comment	Suggested Alternative
					Recommendation a General Health check is undertaken on this section to update and incorporate new documents and themes. Will need input for all stakeholders to ensure reference is made to latest work, legislation, and best practise.
16	Pg 15, General Comment (Slapton Parish Council)		There is no really specific note of the need to keep Sands Rd junction and memorial carpark as part of 'planned maintenance and reinforcement/extension to extend life of Line as long as possible', this needs to be added. If it is accepted that there is no room for further 'retreat' of the road on to the Ley side, then work should be done to improve and preserve the sea-ward side with protective boulders for as long as possible.		Acknowledged however think we need to try and avoid specific location references at this time. Hopefully some of the previous amendments mean that everything can at least be reviewed either through SMP review, Trigger points or car park strategy.
17	Pg 19 – Pg 22, General Comment (Slapton Parish Council)		see 6.2b, on p 19, - much more emphasis needed to p20 final paragraph. This is so important to life in Slapton to give an alternative route both to Dartmouth on the A379 and a connection from Strete, on the minor road Northwards to the A3122. Even though this is a minor road, it is still easier to use than '5-mile lane', certainly it is a vital alternative for commercial transport.		Acknowledged. Recommendation is that Section 6 is updated to reflect the latest vulnerability assessment as some of the references to Vulnerability Categories are no longer valid. Perhaps the need to update Section 6 could be agreed and that this particular section could be worked up with key stakeholders and then re-issued in isolation.
18	5.2, Pg 10	This is a national document (last updated in 2010) describing the approach to managing erosion for the entire coastline of the UK. The Plan relevant to the section of coast for the Slapton Line1 reflects the original Scott Wilson strategy namely 'Hold the Line' at Torcross and 'Managed Realignment' across Slapton Line.	This is a strategic document which identifies short, medium and long term sustainable flood and erosion risk management policies over the next 100 years. This Non Statutory document, developed in partnership, is being 'refreshed' (not updated) in 2022/2023 to reflect guidance changes since 2010.		