

Slapton Line Partnership meeting

Date & time

08/03/2024

12.30 – 14.00

Location

Follaton House, Totnes & on Microsoft Teams

Attendees

Anthony Mangnall MP (Chair)

Dan Field (South Hams District Council)

Chris Brook (South Hams District Council)

Cllr Julian Brazil (South Hams District Council & Devon County Council)

Cllr Laurel Lawford (South Hams District Council)

Cllr Sam Dennis (South Hams District Council)

Peter Chamberlain (Devon County Council)

John Fewings (Devon County Council)

Rob Richards (Devon County Council)

Michaela Barwell (Natural England)

Martin Davies (Environment Agency)

Roger English (South Devon National Landscape)

Lee Dennison (Field Studies Council)

Stokenham Parish Council representatives

Strete Parish Council representatives

Slapton Parish Council representatives

Stoke Fleming Parish Council representative

Discussion

1) Revised Slapton Line Partnership strategy document

The revised strategy document has now been uploaded to the Slapton Line Partnership website and website is being regularly updated.

Next stage is to share out the points in the Strategy document so different stakeholders can work on different areas. Dan Field is happy to work with stakeholders to ensure progress is made.

2) Upgrading of minor road network

Devon County Council is looking at strategy for back roads.

The presentation (attached) incorporates suggestions from Strete and Stokenham Parish Councils.

6 years ago, Slapton Line Partnership agreed not to promote back roads. In 2019/2020, money from central government was used for minor work (patching, drainage works etc). Now looking at changes to physical alignments, to put in extra passing places and look at junctions.

Intention to go to consultation this autumn - need Parish Councils to support this and to help with contacting landowners.

Feedback from Parish Councils so far has gone back to DCC's transportation team. When further feedback has been given and there is confirmation of the preferred route, a study will then be undertaken.

Query over where the suggestions in the presentation came from – Parish Councils were invited to put forward ideas at the last Slapton Line Partnership meeting and were then sent a further email reminder. This was unclear to some Parish Councils but there is still time to provide feedback.

Parish Councils reiterated that the route that was originally proposed by DCC is impractical and making changes around Gara Mill Bridge would not be cost effective. Suggested to link the original proposal (purple on the map) to Stokenham's proposed route (blue on the map).

DCC suggested a series of events for the DCC team to engage with communities prior to consultation. Could coincide with annual parish meetings.

Cllr Julian Brazil suggested that many consultations have already been held and the same points are always brought up, so action should be taken instead. Disappointed with the DCC report as had hoped for confirmation of planning application, but this doesn't seem any closer.

Of the £2.5 million funding from 2019, the majority (around £600k) was spent on minor roads in 2020 and protecting the road in Torcross.

Approximately £100k remains in a fund which is ringfenced for moving the Monument and Slapton Line resilience work. Around £200k of DCC money is being used for current work on the minor road network is being funded by underspend on flood and coastal resilience. Therefore need to make a case to central Government for additional funding.

Anthony Mangnall MP led a parliamentary debate on the subject of the Slapton Line and was told by the Minister that £6.6 million had been provided to DCC by the DfT and could be used for this work.

Action points:

- DCC to provide a breakdown of how the £2.5 million funding was spent, and what remains
- DCC to do another consultation with Parish Councils to see what is important to them.
- Parish councils to form a subgroup to discuss the road network.
- Parish councils to suggest dates for DCC community engagement events – contact Josh at DCC.

3) Adaption Planning

Funding was previously secured for adaption planning and an Adaption Manager – this was funded by the local levy and matched by DCC and SHDC.

DCC suggests that the SLP is now in a position to move forward with adaptation planning, and pointed out that money is still available to cover a project officer. Approximately £75k of funding is available from the local levy, £46.5k from SHDC and £14k from DCC.

Anthony Mangnall and Chris Brook suggested that hiring an Adaptation Manager may not be the best use of money, and this could instead be used for the running of SLP. Chris Brook asked for time to reflect and come back with suggestions.

Others stated it is important to have a central person to drive the project forwards and act as a central point of contact. Need someone whose sole focus is adaptation, outside of the SLP members who all have their own vested interest.

Anthony Mangnall accepted this and stated that a job specification is therefore needed.

Action points

- Job description to be written for Adaptation Manager

4) DCC's Scoping Document

The scoping document was previously shared with the SLP. WSP looked at what work would need to be done to protect the road for 25 years. They will be using the work that has already been done so as to avoid unnecessary costs.

It would take around 12 months and £100-£200k to get to the planning application stage. Funding of around £45k is needed initially – no further work is underway until this funding is found.

DCC are currently looking into funding and are in discussion with SHDC – they will have a clearer picture in the next few weeks.

Anthony Mangnall queried whether the £6.6 million given to DCC by the Department for Transport has been spent – Rob Richards stated that is capital funding, but this work would be revenue funded. DCC already has a £200 million backlog and will have less money from DfT next year.

Cllr Julian Brazil stated the original plan was to put in a planning application that they know would be refused then explain to the Minister. Andrea Davies stated the studies are ended to put in the planning application, as the Minister will refuse the application if it is poor. A failed application is not a good use of money.

Natural England stated they have not blocked any consents and have worked closely with the Environment Agency and SHDC. There are some iterations that Natural England would support.

Anthony Mangnall queried whether £100k reserved for moving the Memorial could be used for the application as the Memorial would be protected if planning permission is granted. DCC said this might be possible if it is sufficiently linked to resilience but any decision to use the money needs to be checked. Would also need to consider who would pay if money was used then something happened to the memorial – some money needs to be available if needed. Cost to move the memorial is around £130k.

Action points

- DCC to confirm whether funding is available for initial work

5) Economic Assessment

Anthony Mangnall stated the document is helpful but there are questions over accuracy. Huge social impact needs to be emphasised in the planning application. There is no official record of the opinion of local businesses.

6) Ley Outfall

South West Water representative not present so no discussion.

7) Slapton Line Partnership membership

Stoke Fleming Parish Council wish to officially join the SLP. Motion approved by Cllr Julian Brazil and seconded by Cllr Jane Abbey. No objections from other members so Stoke Fleming PC are accepted to join the SLP.




8) AOB

Environment Agency and Natural England have written letters of support but unsure where to send – advised to sent to SHDC to be circulated.

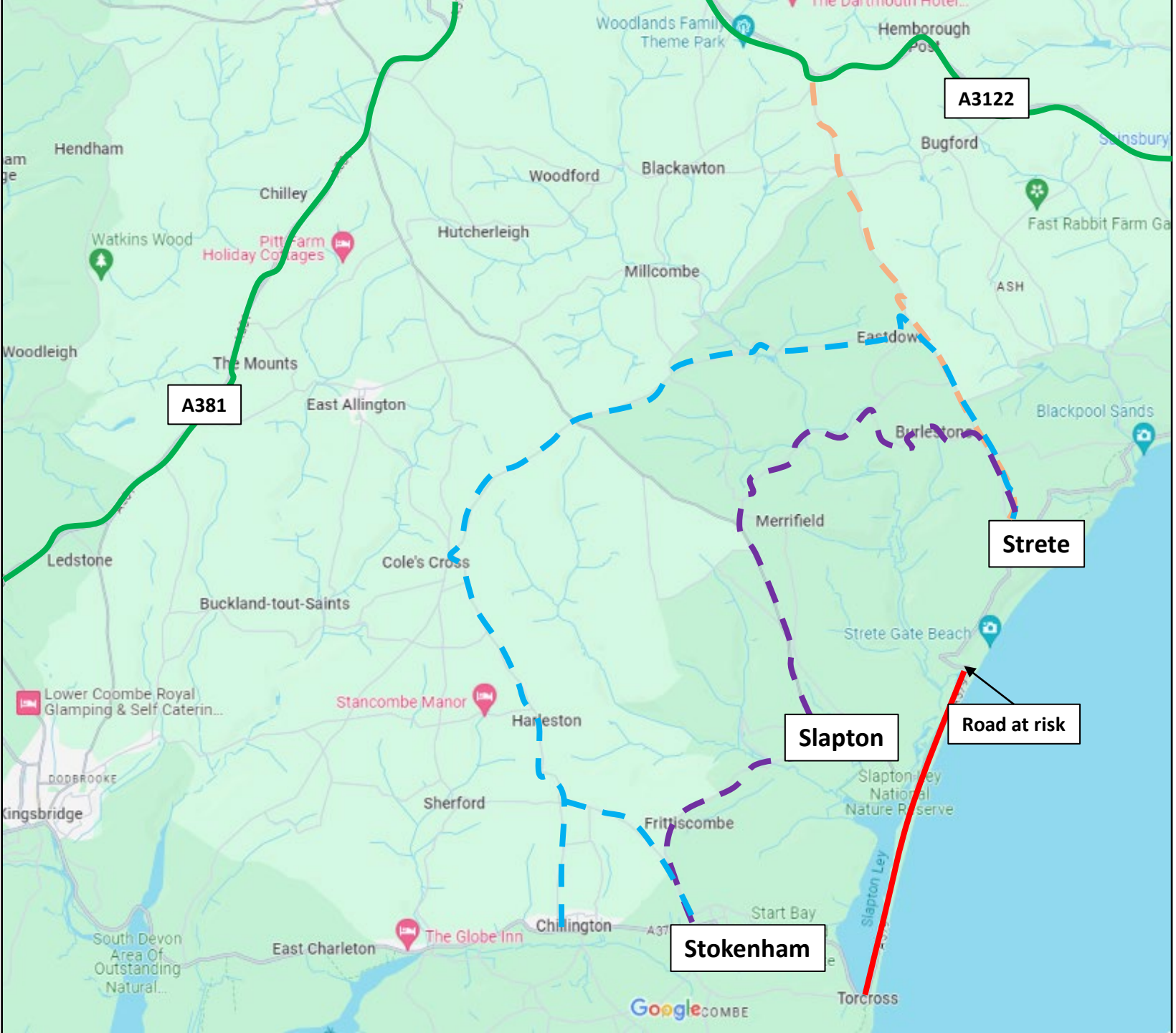
MEETING ENDS

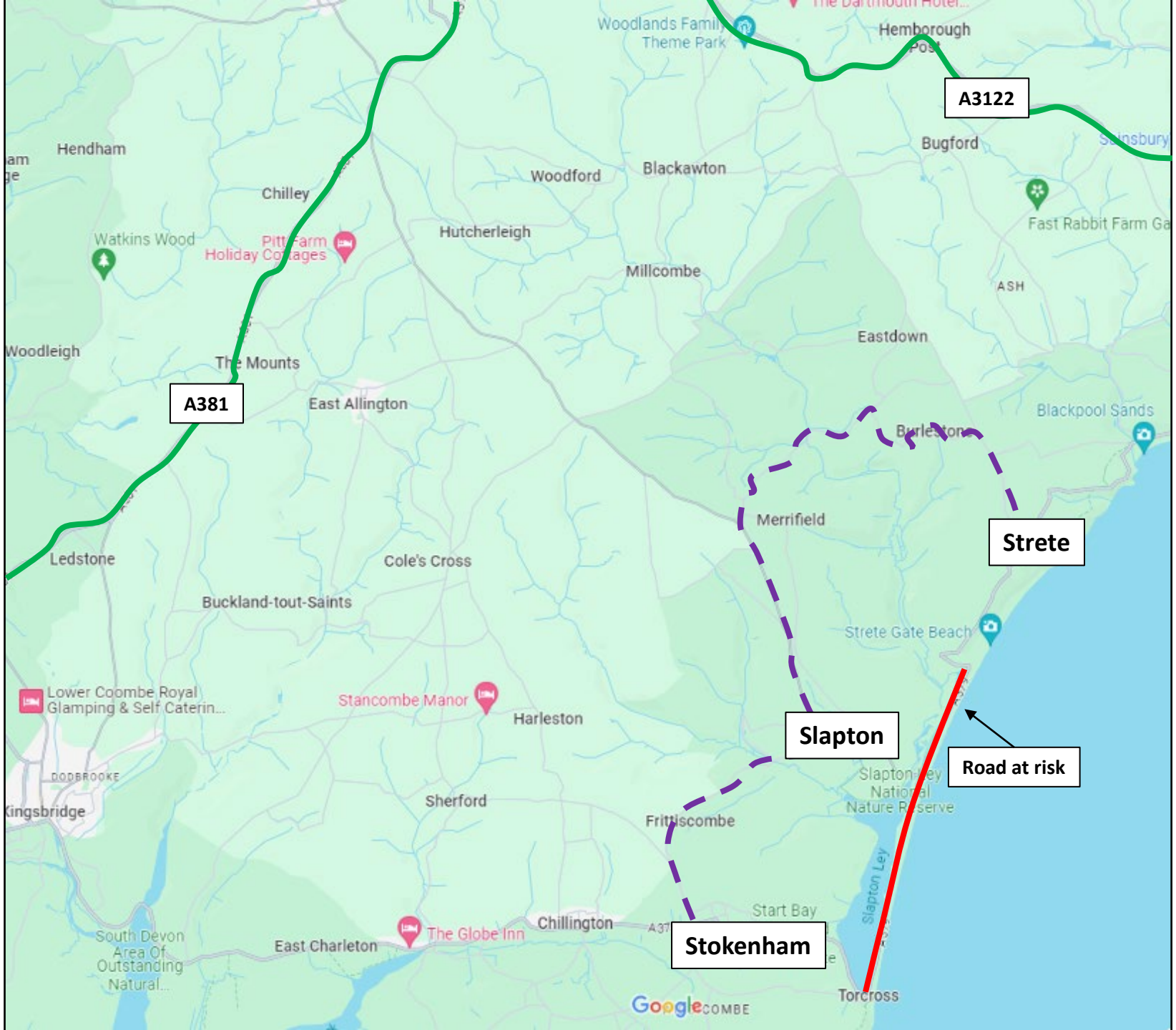
Slapton Line Minor Road Network Improvement Route Options

All three routes will need work to increase the number of passing places. This will, in some cases, require private land use.

-  DCC progressed route to date
-  Stokenham Parish Council proposed route
-  Strete Parish Council proposed route

NB. Transport Planning are not aware that Slapton Parish Council have proposed an alternative route





DCC Route

Positives

- Evidence base and intervention list already well progressed to deliver capacity improvement
- Maintenance work along route already spent / committed
- Links Stokenham, Slapton and Strete
- Serves as a direct alternative to the road at risk

Drawbacks

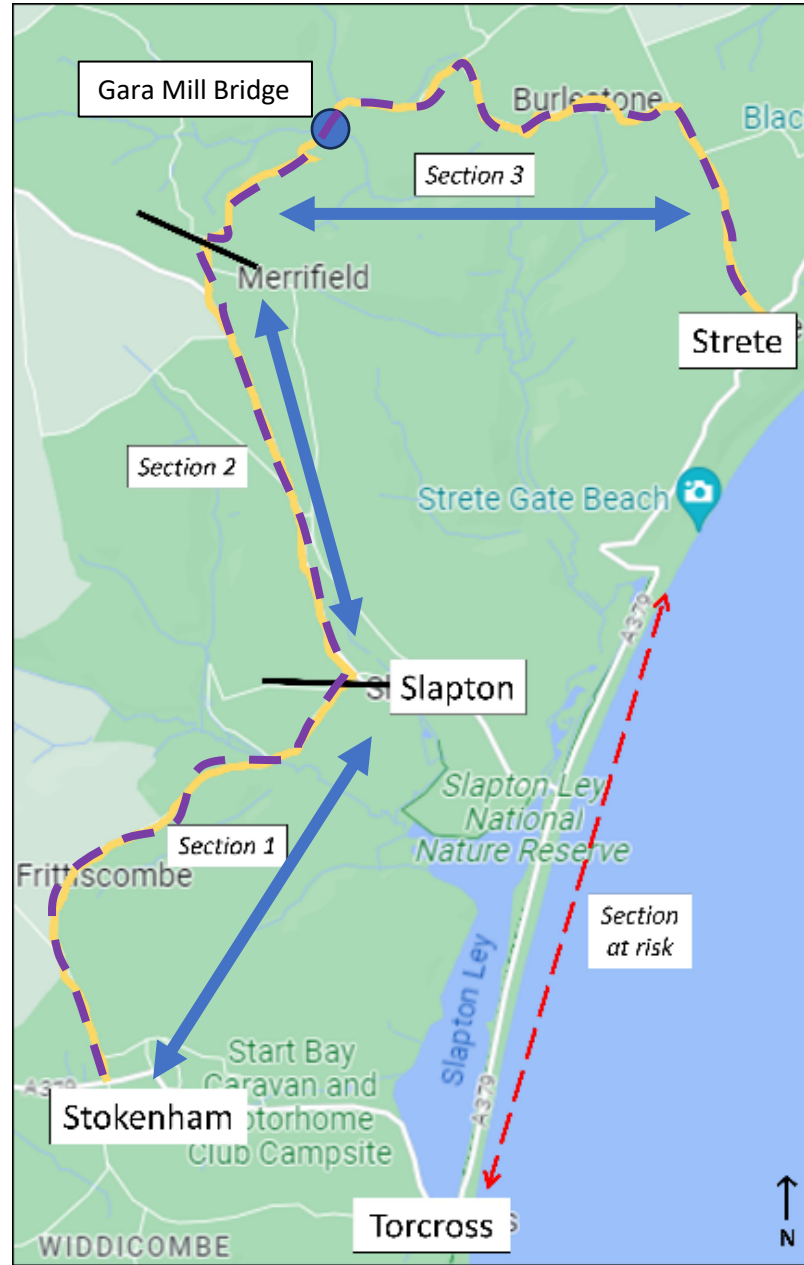
- Route includes *Gara Mill Bridge* pinch point.
- Does not serve northbound traffic, connecting into A381/A3122

Summary of proposed capacity improvements

Section 2	Existing	Proposed
Number Passing Places	27	32 (+5)
Average Distance (metres)	81	68 (-13)
Maximum Distance (metres)	130	70 (-60)

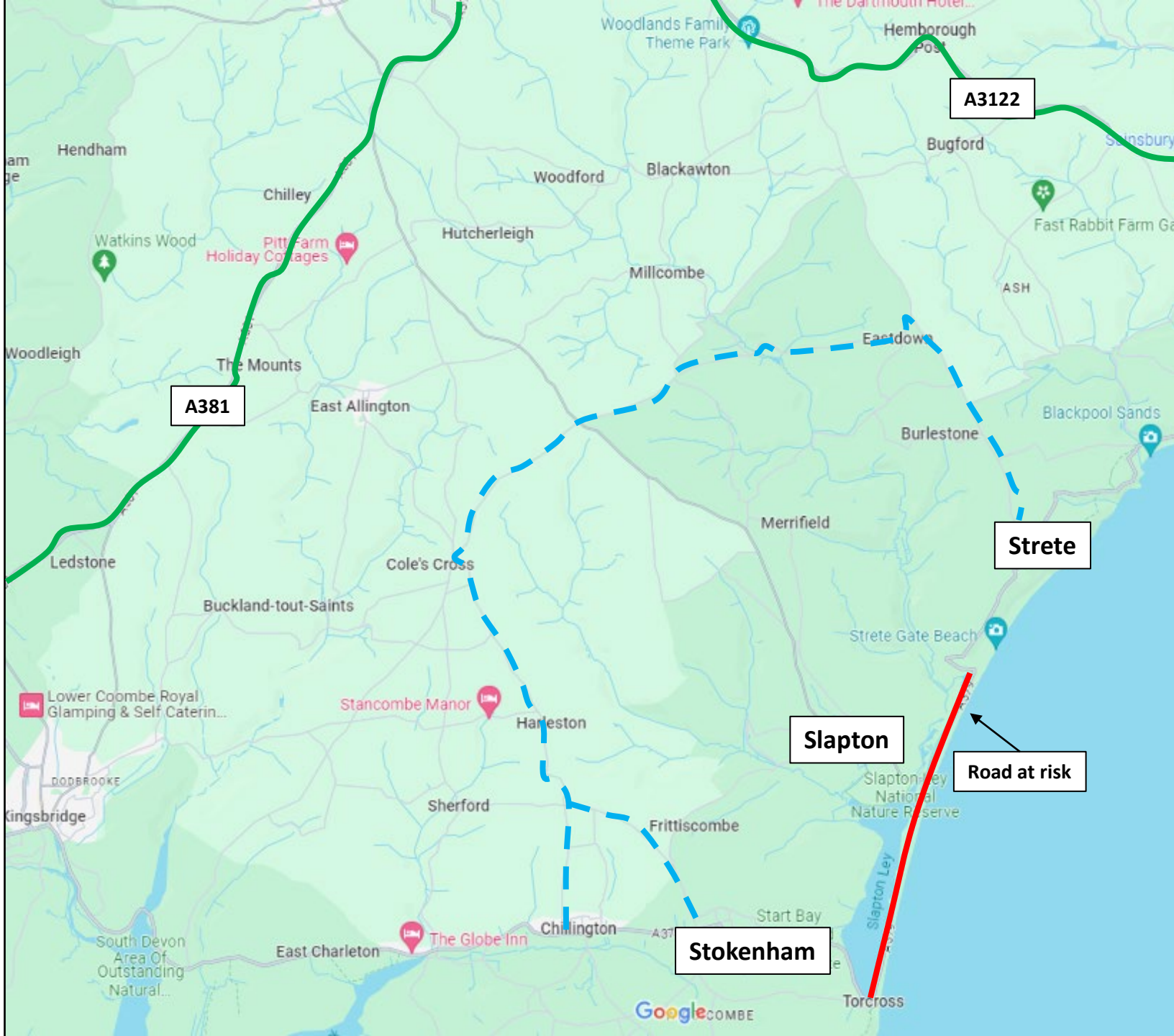
Proposals

- Provide new passing places
- Upgrade existing passing places



Section 3	Existing	Proposed
Number Passing Places	67	86 (+19)
Average Distance (metres)	69	53 (-16)
Maximum Distance (metres)	210	95 (-115)

Section 1	Existing	Proposed
Number Passing Places	26	46 (+20)
Average Distance (metres)	96	54 (-42)
Maximum Distance (metres)	265	90 (-175)



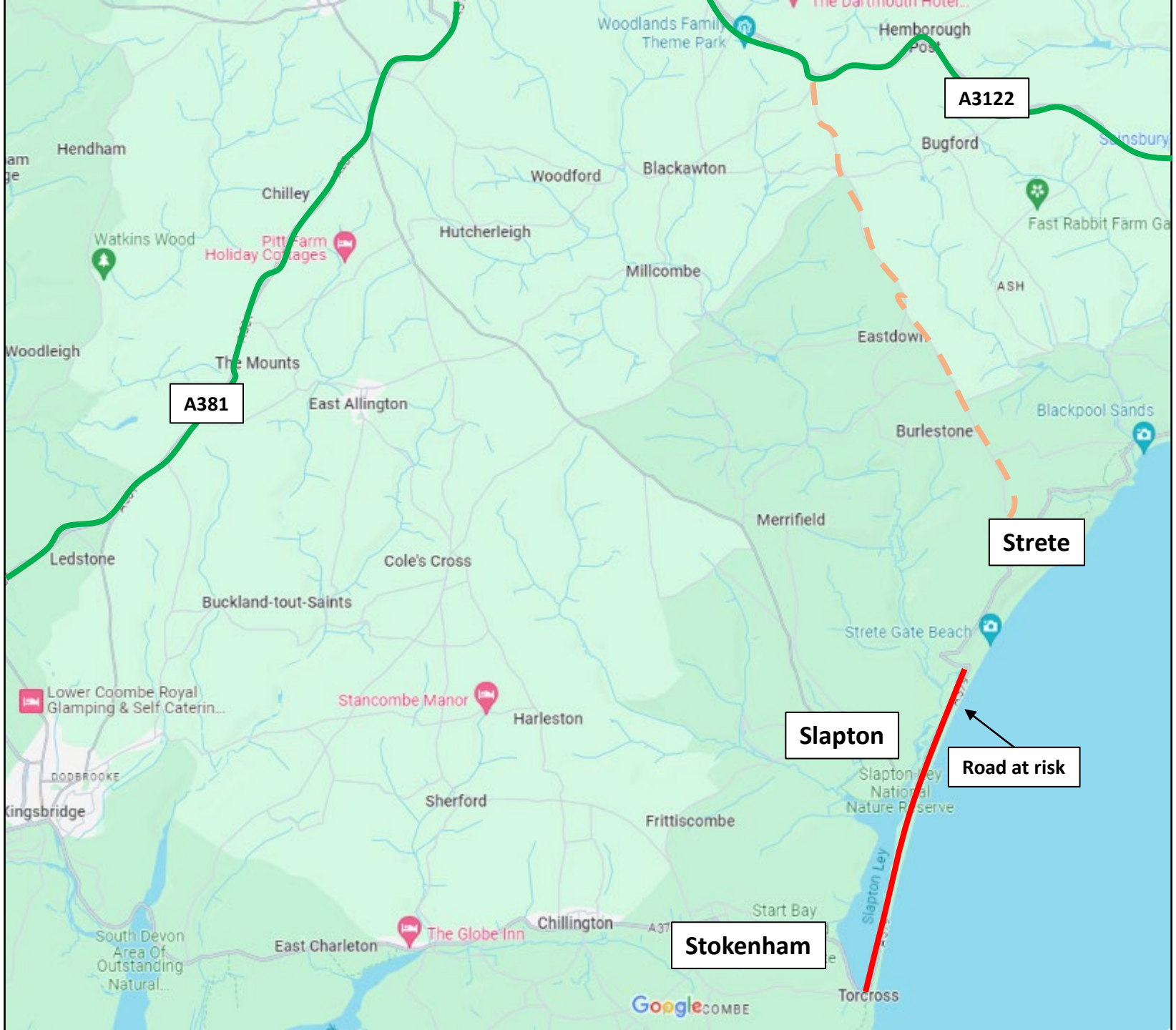
Stokenham Parish Council Route

Positives

- Enhance northbound traffic access to A381
- Links Stokenham to Strete
- Maintenance work along route already spent / committed
- Some sections are already wide with lots of passing places and good visibility

Drawbacks

- Limited benefit to Slapton residents
- Longer than DCC option
- Some sections are very steep and narrow and would be difficult to improve



Strete Parish Council Route

Positives

- Connects Strete residents into A3122
- Shorter length to improve

Drawbacks

- Limited benefit Slapton or Stokenham residents
- Does not serve as an alternative to the road at risk