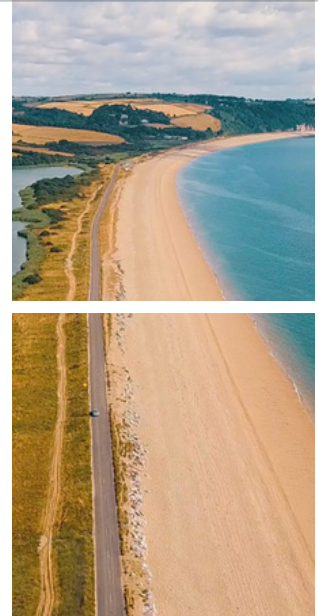


COASTAL MANAGEMENT SLAPTON LINE PARTNERSHIP

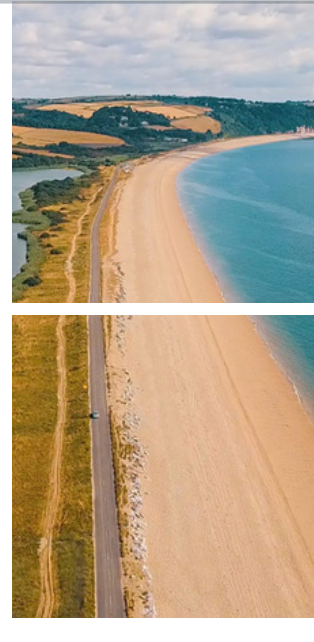


SMP: MANAGEMENT APPROACH

The SMP management approach is especially important for planning decisions and the provisions within local development documents

Table 1.1 SMP Policy Options

SMP Policy	Description
Hold the line	Maintain or change the level of protection provided by defences in their present location.
Advance the line	Build new defences on the seaward side of the existing defence line to reclaim land.
Managed realignment	Allowing the shoreline position to move backwards (or forwards) with management to control or limit movement.
No active intervention	A decision not to invest in providing or maintaining defences.



Shoreline Management Plans (SMPs) help to deliver the ambitions of the National Flood and Coastal Erosion Risk Management Strategy. They set out a planned approach to managing flood and coastal erosion risk around the coast of England to 2105.

There are 20 SMPs covering the English coast. You can see these on the Shoreline Management Plan Explorer - <https://environment.data.gov.uk/shoreline-planning> *

These plans, designed to run until 2105 in three phases, are developed by local authorities and the Environment Agency in collaboration with coastal groups.

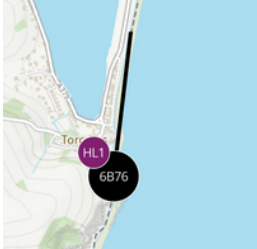
SMPs are not statutory plans but guide flood and coastal erosion risk management (FCERM) investment decisions. For example, a 'Hold the Line' approach may have various conditions and dependencies, and the Local Planning Authority should not always assume that development will be safe or appropriate.

* With regard to "The Line", there are two Units of SMP16 (Durlstone Head to Rame Head > Blackstone Point to Start Point 12 > B676 and B675) in place, each given one of four designations, further divided and specified.

POLICY: TORCROSS NORTH TO LIMPET ROCKS (6B76)

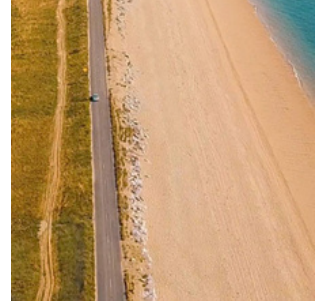
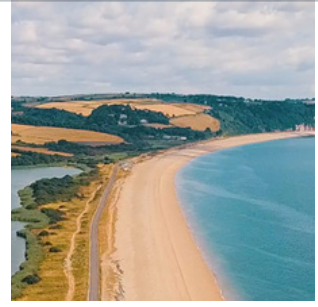
20 to 50 Years (2025 to 2055)

HL1 Hold the line
Maintain/replace



50 to 100 Years (2055 to 2105)

MR1 Managed realignment
Set back defence



Unit 6B76 covers Limpet Rocks to Torcross North, where there are existing defences, a Sea Wall and Rock Armour, maintained by the Environment Agency and SHDC respectively.

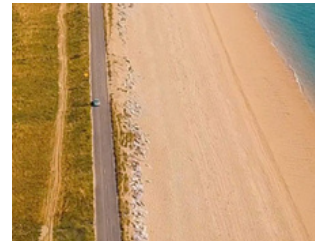
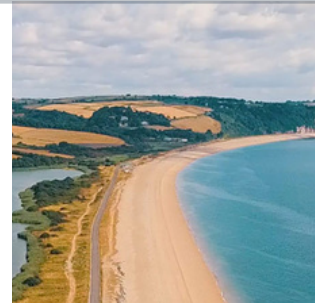
In the medium term, there is a policy of Hold The Line, this shifts to Managed Realignment in the long-term

POLICY: TORCROSS NORTH TO LIMPET ROCKS (6B76)

Table 1.1 SMP Policy Options

SMP Policy	Description
Hold the line	Maintain or change the level of protection provided by defences in their present location.
Advance the line	Build new defences on the seaward side of the existing defence line to reclaim land.
Managed realignment	Allowing the shoreline position to move backwards (or forwards) with management to control or limit movement.
No active intervention	A decision not to invest in providing or maintaining defences.

“Maintain or upgrade protection from flooding or erosion by holding the shoreline in broadly the same position”



HL1 **Hold the line**
Maintain/replace



Unit 6B76 (2025-2055)

HL1 -- Maintain/Replace

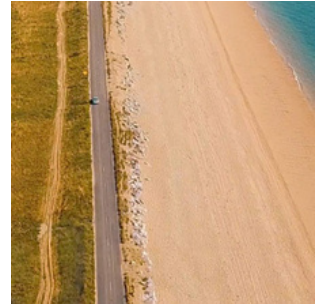
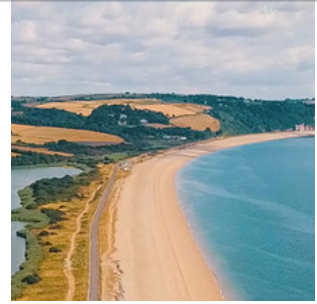
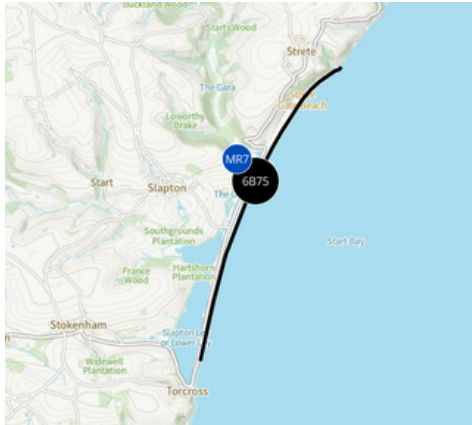
Where protection is currently provided by coastal defence structures or managed beaches, and the intention is to retain a defence along approximately the current alignment. This will involve replacing defences when needed. Defence type, method and standard of protection may be modified over time.

Unit 6B76 (2055-2105)

MR1 -- Set Back Defence

Where the intention is to defend elsewhere in the flood plain inland from present shoreline or allow erosion/recession to a defined alignment. New defences might be constructed at that new location if needed. This may involve the creation of inter-tidal habitat.

POLICY: STRETE TO TORCROSS NORTH (6B75)



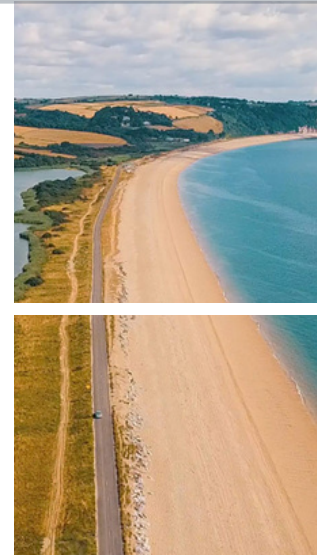
The second Unit is B675, running north from Torcross North to Strete, and covering the majority of "The Line"

POLICY: STRETE TO TORCROSS NORTH (6B75)

Table 1.1 SMP Policy Options

SMP Policy	Description
Hold the line	Maintain or change the level of protection provided by defences in their present location.
Advance the line	Build new defences on the seaward side of the existing defence line to reclaim land.
Managed realignment	Allowing the shoreline position to move backwards (or forwards) with management to control or limit movement.
No active intervention	A decision not to invest in providing or maintaining defences.

“Change the position of the shoreline in a controlled way, such as by slowing erosion or creating areas of habitat to help manage flooding”



MR7 Managed realignment
Placeholder



Unit 6B75

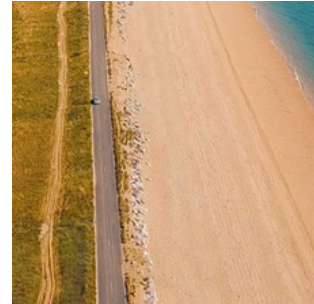
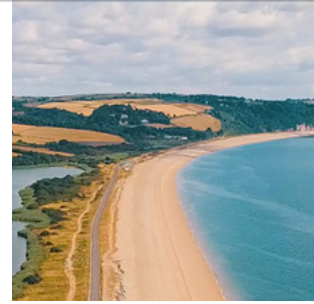
MR7 -- Placeholder

Managed realignment or defence activity may apply only to parts of this shoreline. The approach in this location may be especially dependent upon the outcome of further studies, economic assessments, the rate of coastal change or the actions of other asset owners affected by coastal change. As these become clearer, the management intention will be clarified.

POLICY: STRETE TO TORCROSS NORTH (6B75)

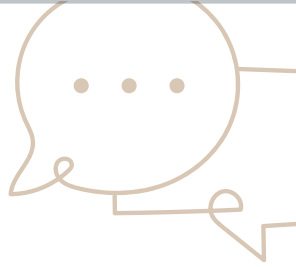
Short Term (to 2025)	Medium Term (to 2055)	Long-term (to 2105)
Allow the barrier to retreat, through Managed Realignment, with local beach management as necessary to support localised realignment of the A379.	Allow the barrier to retreat, through Managed Realignment, with local beach management as necessary to support localised realignment of the A379. Studies to investigate implementation of No Active Intervention.	Allow the barrier to retreat, with localised beach management as necessary through Managed Realignment, with No Active Intervention once the road is abandoned.

“Maintain or encourage a more natural coastline. This may involve discussing adaptation to the risk from flooding or erosion”



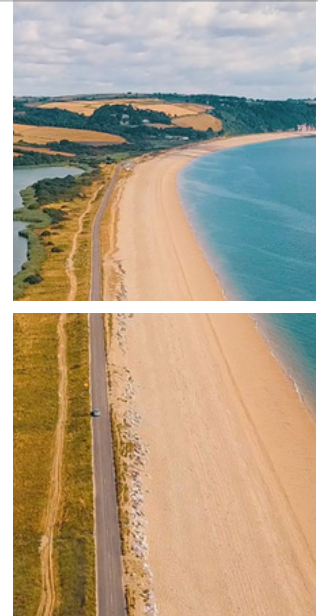
The designation will change when certain thresholds are met, namely when the A379 is abandoned.

According to SMP Guidance "No Active Intervention may be agreed where the chances of the government or other parties funding defence from flood or erosion are low. Alternatively, it may be necessary to avoid damage to sites legally protected for their geological, landscape or biodiversity value."



"We would consider some remedial works at [Torcross Car Park] to protect the Council's assets but any further major damage [...] will not be assented by Natural England [...] **This has to remain the no intervention line and any objection to this would have to be to Secretary of State for the Environment**"

Natural England



SHDC investigated the option of submitting a Planning Application to future-proof the road but it was found to be a non-viable option.

At present, any deviation from policy would require a petition to the Secretary of State for the Environment.

6. Strategy Proposals for the Infrastructure of Slapton Line

It seems sensible to sub-divide the Line into sections according to the different conditions there.

6.1. Section 1 - Torcross to End of 2019 Seawall Improvements

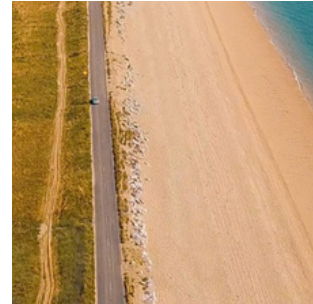
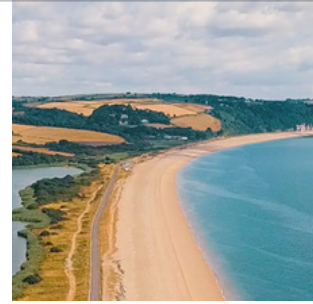


a. Torcross : Limpet Rocks to Torcross Slipway: Approx. 200m long (above), this section is designated **Hold the Line** in the SMP2 plan with the road and properties inboard of the Environment Agency-maintained sea wall inherently protected.



b. Torcross Slipway to End of 2019 Seawall Improvements: Extending from the Torcross Slipway for approximately 150m. All the seaward 50m sections are rated as highly vulnerable but have maintained and recently repaired sea defences in place. This section adjoins the designated 'Hold the Line' section and in the short-term provides protection to the car park which outflanks the main sea wall section which is an essential ingredient to the economic health of Torcross.

Recommendation: Both of these sub-sections need to be considered together as an entity in their role in 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 will be given to improving defences along this section, which includes reviewing SMP policy where required, to improve resilience to the community of Torcross.



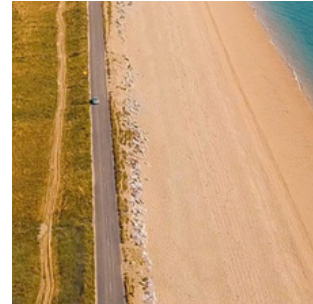
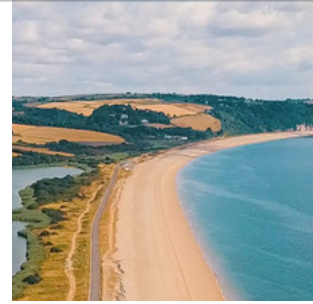
In the 2023 SLP Revised Strategy it was proposed that the two sections of defences at Torcross - that is Limpet Rocks to the Slipway and then the Slipway to the end of the 2019 wall improvements - "need to be considered together as an entity".

This is not, and has not, made it into the SMP, and therefore the status of the area has not changed. However, if the Partnership is in agreement, then this is something we can seek to put forward for review.

SMP: SLP ONGOING COMMITMENTS

Revised Strategy (2023)

- ✓ Use the new adopted strategy to inform the National Shoreline Management Plan
- ✓ Implement the **Adaption Plan**, and identify funding to take forward
- ✓ Whilst viable, DCC will continue to maintain the A379 road as a highway, including shingle clearance
- ✓ The **Environment Agency** will continue to maintain the defences at Torcross



The Slapton Line Partnership Revised Strategy (2023) is contextualised within the SMP Framework, and includes the following commitments



NEXT STEPS

Please get in touch with the Adaptation Manger to talk through your concerns, queries, and aspirations for the Partnership.

Lou Hoskin

enquiries@slaptonline.org

