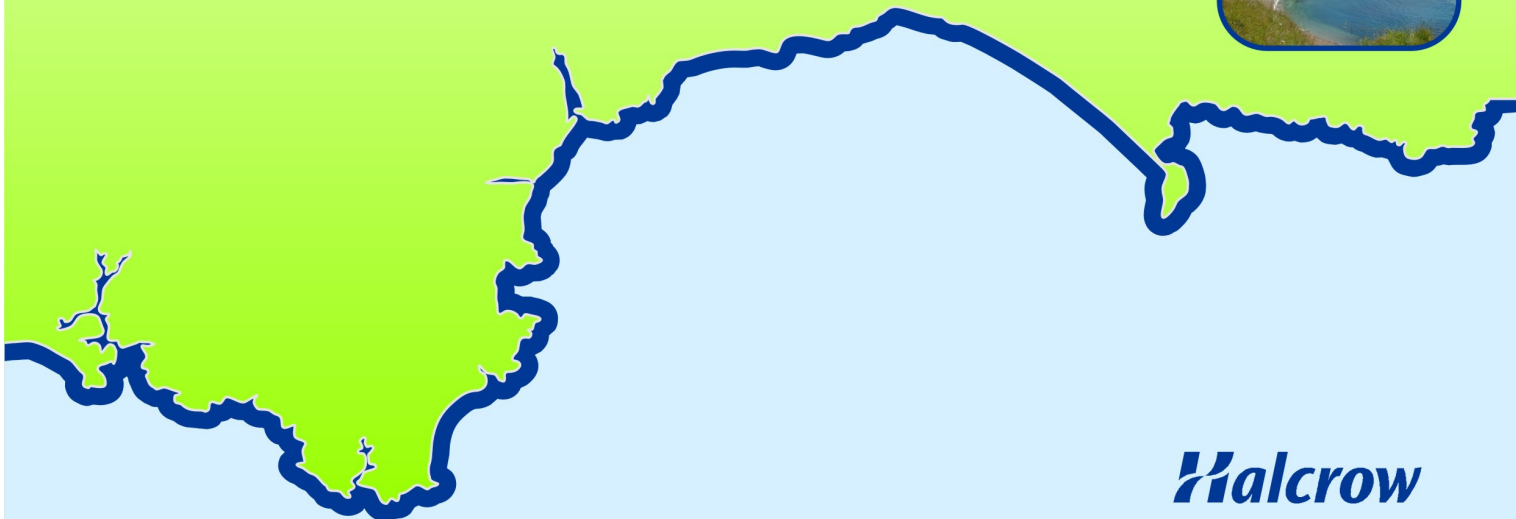


South Devon and Dorset Coastal Advisory Group (SDADCAG)

Shoreline Management Plan SMP2 Durlston Head to Rame Head

Appendix B – Stakeholder Engagement



The Supporting Appendices

These appendices and the accompanying documents provide all of the information required to support the Shoreline Management Plan. This is to ensure that there is clarity in the decision-making process and that the rationale behind the policies being promoted is both transparent and auditable. The appendices are:

A: SMP Development	This reports the history of development of the SMP, describing more fully the plan and policy decision-making process.
B: Stakeholder Engagement	All communications from the stakeholder process are provided here, together with information arising from the consultation process.
C: Baseline Process Understanding	Includes baseline process report, defence assessment, NAI and WPM assessments and summarises data used in assessments.
D: SEA Environmental Baseline Report (Theme Review)	This report identifies and evaluates the environmental features (human, natural, historical and landscape).
E: Issues & Objectives Evaluation	Provides information on the issues and objectives identified as part of the Plan development, including appraisal of their importance.
F: Initial Policy Appraisal & Scenario Development	Presents the consideration of generic policy options for each frontage, identifying possible acceptable policies, and their combination into 'scenarios' for testing. Also presents the appraisal of impacts upon shoreline evolution and the appraisal of objective achievement.
G: Preferred Policy Scenario Testing	Presents the policy assessment and appraisal of objective achievement towards definition of the Preferred Plan (as presented in the Shoreline Management Plan document).
H: Economic Appraisal and Sensitivity Testing	Presents the economic analysis undertaken in support of the Preferred Plan.
I: Strategic Environmental Assessment (SEA) Report	Presents the various items undertaken in developing the Plan that specifically relate to the requirements of the EU Council Directive 2001/42/EC (the Strategic Environmental Assessment Directive), such that all of this information is readily accessible in one document.
J: Appropriate Assessment Report	Presents the Appropriate Assessment of SMP policies upon European designated sites (SPAs and SACs) as well as Ramsar sites, where policies might have a likely significant effect upon these sites. This is carried out in accordance with the Conservation (Natural Habitats, &c.) Regulations 1994 (the Habitats Regulations).
K: Water Framework Development Report	Presents assessment of potential impacts of SMP policies upon coastal and estuarine water bodies, in accordance with the requirements of EU Council Directive 2000/60/EC (the Water Framework Directive).
L: Metadatabase and Bibliographic database	All supporting information used to develop the SMP is referenced for future examination and retrieval.
M: Action Plan Summary Table	Presents the Action Plan items included in Section 6 of the main SMP document (The Plan) in tabular format for ease of monitoring and reporting action plan progress.

Within each appendix cross-referencing highlights the documents where related appraisals are presented. The broad relationships between the appendices are illustrated below.

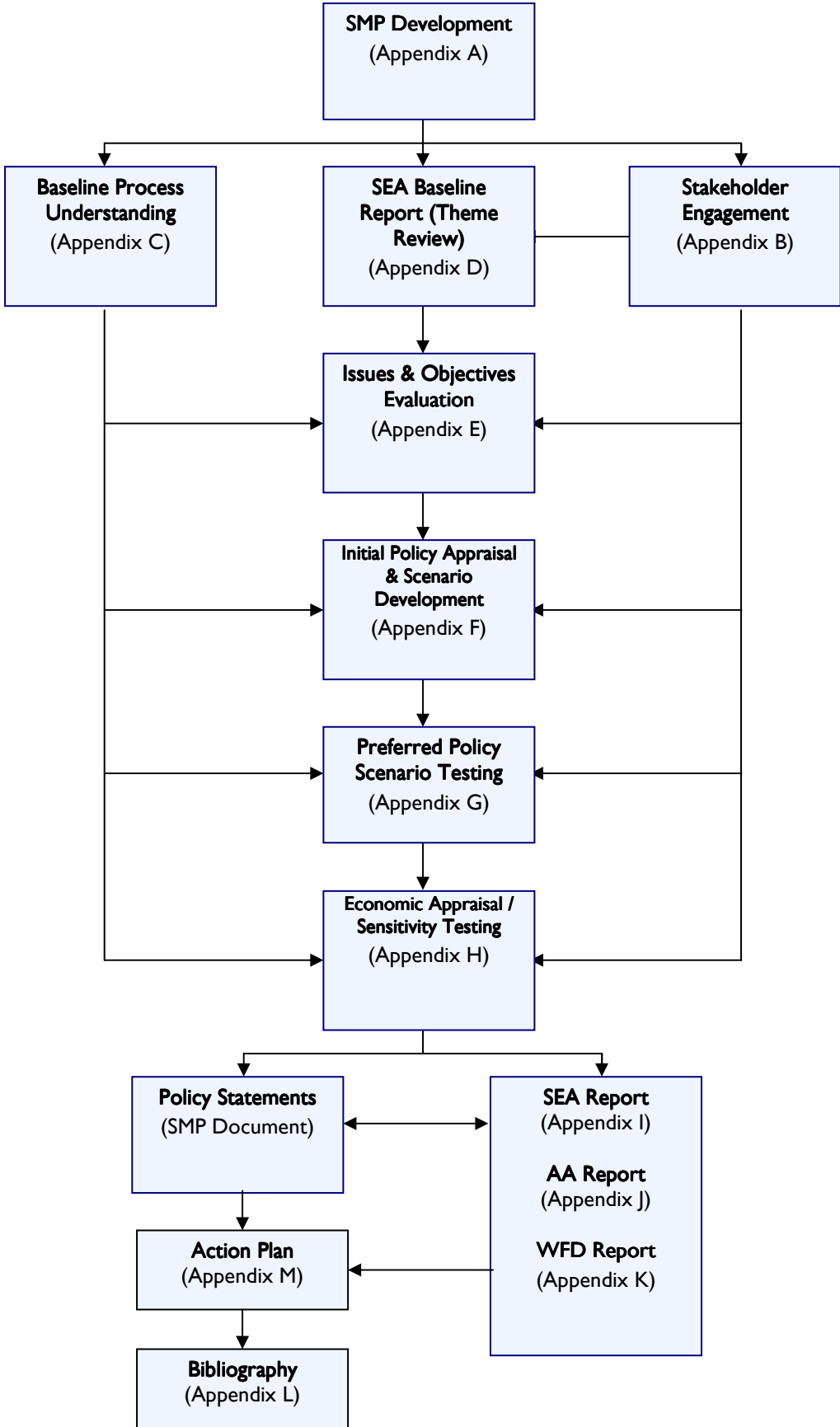


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ANNEXES

B.1 – LIST OF INVITED STAKEHOLDERS

B.2 – STAKEHOLDER COMMENTS DURING SMP DEVELOPMENT

B.3 – STAKEHOLDER COMMENTS RELATING TO POLICY OPTIONS

B.4 – RESPONSES FROM PUBLIC CONSULTATION AND ACTIONS TAKEN

B.1 Introduction

B.1.1 Stakeholder Engagement Strategy

The stakeholder engagement process is intended to build trust and understanding between all parties involved in the formation of an SMP with the aim of being inclusive, transparent and appropriate in its methods and application.

Three main groups were involved in development of the Durlston Head to Rame Head Shoreline Management Plan (SMP):

1. Client Steering Group (CSG);
 2. Elected Members Forum (EMF); and
 3. Key Stakeholders Forum (KSF).
1. See **Appendix A** for details relating to the **Client Steering Group**, who have taken the lead on the Stakeholder Engagement for this SMP.
 2. The involvement of **Elected Members** in the process of proposal development reflects the "Cabinet" style approach to decision making operating in many local authorities. Politicians are involved from the beginning, thereby reducing the likelihood that the policies will not be approved by the planning authorities. They were involved through a Forum, building trust and understanding between Elected Members, the Client Steering Group and Key Stakeholders. This was achieved through the involvement of one or two elected members, encompassing relevant portfolios, from each of the local authorities within the Shoreline Management Plan area. Planning officers as well as the coastal officers from each authority were also invited to attend these events. Those unable to attend the EMFs were also invited to attend KSFs to provide opportunity for planners to engage with the SMP process.
 3. The **Key Stakeholder Forum** (KSF) acts as a focal point for discussion and consultation through development of the project. The membership of the group provides representation of the primary interests within the study area, ensuring consideration of all interests during review of issues. Inclusion of this group offers a more participatory process. This group was involved through meetings at key points within the SMP process and involved inviting all those stakeholders who registered an interest during the Initial Stakeholder Engagement stage (refer to Section B.2.2) to attend meetings and workshops to discuss elements of the SMP as it developed. The incorporation of this group provides direct feedback and information to the Consultant, and acts as a focal point for the consultation process. It is also possible to adopt more of a partnership approach to the KSF, by developing a more collaborative decision-making forum. Under this approach certain responsibilities normally held by the Client Steering Group (CSG) may be shared by the KSF in order to increase the level of stakeholder ownership of the final decisions.

There will always be large numbers of individuals and organisations who are likely to be affected by the decisions of the project. It is unlikely to ever be practical to involve all these stakeholders. However, for this SMP, in the spirit of engaging as fully as possible with stakeholders, the decision was taken to invite all those who registered as being interested in participating in the SMP process, were invited to provide information and partake in meetings to aid the development of the SMP.

B.1.2 Summary Table of the Stakeholder Strategy at each stage of SMP Development

Stage of Plan Preparation	Activity	Dates	Purpose of stakeholder involvement	Stakeholders involved	Method of involvement
Stage 1: SMP Scope	Initial Stakeholder contact	March 2007 to July 2007	<ul style="list-style-type: none"> Inform interested parties that an SMP is being prepared (on behalf of Defra and relevant local authorities) Segregate the interested parties into two groups (Elected Members and Stakeholders) Request information from interested parties Gather views on issues relating to the SMP coast 	<ul style="list-style-type: none"> Elected Members Stakeholders 	<p>Letter, Questionnaire and Information Leaflet (different letters sent to different groups)</p> <p>Follow-up reminder letters, including one specifically to parish councils</p>
	Initial Elected Members and Key Stakeholders Forum held	November 2007 and March 2008 respectively	<ul style="list-style-type: none"> Introduce the SMP process Request information from interested parties Gather views on the features and issues relating to the SMP coast 	<ul style="list-style-type: none"> Elected Members Key Stakeholders 	A series of 7 meetings in total were held along the SMP coast at which power point presentation and an open discussion forum were held. These KSFs were open to anyone who wanted to attend,
Stage 2: Assessments to support policy	Second Key Stakeholders and Elected Members Forum – Draft Issues and Objectives Table	June and July 2008	<p>EMF and KSF members asked to:</p> <ul style="list-style-type: none"> Check that all relevant issues have been included Review the features identified Check that the benefits identified are correct and that we have included all beneficiaries Check that the objectives are a good representation of the requirements of the beneficiaries 	<ul style="list-style-type: none"> Elected Members Key Stakeholders 	<p>Draft Issues and Objectives Table sent as part of briefing note by email and/or post</p> <p>Two follow-up meetings with power point presentations and open discussion forum. Due to the focussed nature of these events, these KSFs were restricted to inviting only those stakeholders who had already been engaged with and registered with the SMP process at that point in time.</p>

Stage of Plan Preparation	Activity	Dates	Purpose of stakeholder involvement	Stakeholders involved	Method of involvement
Stage 3: Policy Development	Third Elected Members and Key Stakeholders Forum	September 2008 and November 2008	<p>EMF and KSF members were presented with the policy options to be tested as part of the policy appraisal. The objective of the forums were to establish:</p> <ul style="list-style-type: none"> • The vision(s) of the various stakeholders for the whole SMP shoreline over each epoch • Any 'overriding drivers' for directing future policy, and specific future policy options that the stakeholders wish to see tested • Agree the benefits • Areas of agreement and conflict i.e. main flood and erosion risks • Potential scope for compromise and acceptance of future change 	<ul style="list-style-type: none"> • Elected Members • Key Stakeholders 	<p>A series of 6 meetings were held in total along the SMP coast.</p> <p>Each meeting involved a formal presentation followed by open discussion forums. These KSFs were open to anyone who wanted to attend,</p>
Stage 4: Public Examination	Public Consultation	April to June 2009	<ul style="list-style-type: none"> • To make elected members and stakeholders aware of the draft plan • To provide stakeholders with opportunities for support and objection and moving to resolve differences 	<p>EMF</p> <p>Wider public</p>	<p>Distribution of summary leaflet and SMP document made available for viewing via www.sdadcag.org.</p> <p>A series of 5 public exhibitions along the SMP coast. This was preceded by a meeting with Elected Members to explain and discuss the preferred policies.</p>
Stage 5: Finalise SMP		July 2009 to February 2010	<ul style="list-style-type: none"> • Review output from public examination and theme the responses • Produce a Consultation Report on these findings • Meet with CSG to discuss the nature of feedback (amending the plan / policies if need be) • Meet with EMF to discuss and agree the Final Plan (amend the plan / policies if need be) 	<ul style="list-style-type: none"> • CSG • EMF 	<p>Proposed changes to draft plan, Consultation Report and Action Plan reviewed by CSG. Outcomes relayed to the EMF.</p>

Stage of Plan Preparation	Activity	Dates	Purpose of stakeholder involvement	Stakeholders involved	Method of involvement
			<ul style="list-style-type: none"> • Draft and agree Action Plan • Meet with CSG to discuss EMF, the Action Plan and finalisation of the plan • Update the Main Document and Appendices <p>Present Members with the final plan</p>		
Stage 6: SMP Dissemination		March 2010	<ul style="list-style-type: none"> • Disseminate to Local Authorities, Natural England, the Environment Agency and Defra • Update the SMP website: www.sdadcag.org • Inform stakeholders of the final plan 	Wider public	Hard copies and CD s. Information available to download in PDF format at www.sdadcag.org . Summary leaflets disseminated at Local Authorities discretion.

B.2 Membership Lists

B.2.1 Elected Members Forum (EMF)

Four meetings were held with the Elected Members: 16th November 2007, 27th June 2008, 26th September 2008, and 3rd April 2009. The first three meetings were held at the Environment Agency's office at Exminster House in Devon, whilst the meeting in April 2009 was held at the Pilot Boat Inn in Lyme Regis, Dorset. The purpose of these meetings was to update on the SMP progress and discuss key stages of the SMP development with elected members in advance of engaging with other stakeholders via the Key Stakeholder Forums at which their constituents would be attending. The purpose of the meeting in April 2009 was to discuss the preferred policy options in advance of launching the three month public consultation.

The elected members were also invited to attend these KSF events and a number (refer to Section B.2.2). Details of these meetings are included in Section B4. The Table below shows all those elected members invited to these meetings, and those actual attendees at the meetings, which included both elected members and representatives from the both South Devon and Dorset Coastal Advisory Group and the SMP consultant, who are also listed for completeness.

In addition to the formal EMFs held during the development of the SMP, elected members in individual local authorities and town and parish councils, were updated and informed about the SMP process through bespoke presentations arranged upon request and delivered by Teignbridge District Council as Lead Authority.

Title	First name	Surname	Council	Attended EMF1 (16 th Nov 2007)	Attended EMF2 (27 th June 2008)	Attended EMF3 (26 th Sept 2008)	Attended EMF4 (3 rd Apr 2009)
Cllr	Margaret	Allen	Caradon District Council	Y	N	N	N
Cllr	Les	Ames	Dorset County Council	Y	Y	N	N
Cllr	Mary	Aspinall	Plymouth City Council	N	N	N	N
Cllr	David	Atkins	East Devon District Council	N	N	N	N
Cllr	Keith	Baldry	South Hams District Council	N	N	N	N
Cllr	Nikki	Barker	West Dorset District Council	N	N	N	N
Cllr	Thomas	Bartlett	West Dorset District Council	N	N	N	N
Cllr	Hilary	Bastone	South Hams District Council	N	N	N	N
Cllr		Baverstock	South Hams District Council	N	N	N	N
Cllr	Lynda	Bowyer	Plymouth City Council	Y	N	N	N
Cllr	Julian	Brazil	South Hams District Council	N	N	N	N
Cllr	Geoffrey	Brierly	Dorset County Council	N	N	N	N
Cllr	Sandra	Brown	Dorset County Council	N	N	N	N
Cllr	Carol	Bunday	Teignbridge District Council	N	N	N	N
Cllr	Nick	Cake	Purbeck District Council	N	Y	N	Y
Cllr	Basil	Cane	South Hams District Council	N	N	N	N
Cllr	Kevin	Carroll	Torbay Council	N	N	N	N
Cllr	Bryan	Carson	South Hams District Council	Y	Y	N	Y
Cllr		Carter	South Hams District Council	N	N	N	N
Cllr	Geoffrey	Chamberlain	East Devon District Council	N	N	N	N
Cllr	David	Chapman	East Devon District	N	N	N	N

**Durlston Head to Rame Head SMP2
Appendix B – Stakeholder Engagement**

Title	First name	Surname	Council	Attended EMF1 (16 th Nov 2007)	Attended EMF2 (27 th June 2008)	Attended EMF3 (26 th Sept 2008)	Attended EMF4 (3 rd Apr 2009)
			Council				
Cllr	Humphrey	Clemens	Teignbridge District Council	N	N	N	N
Cllr	Ronald	Coatsworth	Dorset County Council	N	N	N	N
Cllr	Mark	Coker	Plymouth City Council	N	N	N	N
Cllr	Alan	Connett	Teignbridge District Council	N	N	N	N
Cllr	Suzie	Cooper	South Hams District Council	N	N	N	N
Cllr	Trevor	Cope	East Devon District Council	N	N	N	N
Cllr	David	Corney-Walker	Teignbridge District Council	N	N	N	N
Cllr		Coulson	South Hams District Council	N	N	N	N
Cllr	Hilary	Cox	Dorset County Council	N	N	N	N
Cllr	David	Cox	Teignbridge District Council	N	N	N	N
Cllr	Michael	Cox	North Dorset District Council	N	N	N	N
Cllr	Alex	Cross	Teignbridge District Council	N	N	N	N
Cllr	David	Crowhurst	Dorset County Council	N	N	N	N
Cllr	Geoff	Date	South Hams District Council	N	N	N	N
Cllr	Vivien	Duval-Steer	East Devon	N	N	N	N
Cllr	Brian	Ellis	Dorset County Council	N	N	N	N
Cllr	Jill	Elson	East Devon District Council	N	N	N	N
Cllr	Jill	Elson	East Devon District Council	N	N	N	N
Cllr	Mary	Evans	Exeter City Council	N	N	N	N
Cllr	Robert	Excell	Torbay Council	Y	Y	Y	Y
Cllr	Terry	Falcao	Teignbridge District Council	N	N	N	N
Cllr	Peter	Farrell	Dorset County Council	N	N	N	N
Cllr	Malcolm	Florey	East Devon District Council	N	N	N	N
Cllr	Ken	Foster	Plymouth City Council	N	N	N	N
Cllr	Wendy	Foster	Plymouth City Council	N	N	N	N
Cllr	Ray	Franklin	East Devon District Council	N	N	N	N
Cllr	Anne	Fry	Teignbridge District Council	N	N	N	N
Cllr	Ted	Fry	Plymouth City Council	N	N	N	N
Cllr	Ian	Gardner	West Dorset District Council	N	N	N	N
Cllr		George	East Devon District Council	N	N	N	N
Cllr	Chris	Gibbins	East Devon District Council	N	Y	N	N
Cllr		Gould	West Dorset District Council	N	N	N	Y
Cllr	Pat	Graham	East Devon District Council	Y	N	N	N
Cllr	Mike	Green	East Devon District Council	N	N	N	Y

**Durlston Head to Rame Head SMP2
Appendix B – Stakeholder Engagement**

Title	First name	Surname	Council	Attended EMF1 (16 th Nov 2007)	Attended EMF2 (27 th June 2008)	Attended EMF3 (26 th Sept 2008)	Attended EMF4 (3 rd Apr 2009)
Cllr	Mike	Haines	Teignbridge District Council	Y	Y	Y	Y
Cllr	Steve	Hall	East Devon District Council	N	N	N	N
Cllr	May	Hardey	East Devon District Council	N	N	N	N
Cllr	Patrick	Hicks	West Dorset District Council	N	N	N	N
Cllr	Donald	Hiett	Dorset County Council	N	N	N	N
Cllr	Valentine	Hiromeris	Plymouth City Council	N	N	N	N
Cllr	Bill	Hitchins	South Hams District Council	Y	N	N	N
Cllr	Ted	Hockin	Teignbridge District Council	N	N	N	N
Cllr	Mike	Hocking	Teignbridge District Council	N	N	N	N
Cllr	Doug	Hollings	Weymouth & Portland Borough Council	Y	N	Y	N
Cllr	Gordon	Hook	Teignbridge District Council	N	N	N	N
Cllr	John	Humphreys	East Devon District Council	N	N	N	N
Cllr	John	Hyde	Purbeck District Council	Y	N	N	N
Cllr	Ben	Ingham	East Devon District Council	N	N	N	N
Cllr	Marie	Jenkins	Teignbridge District Council	N	N	N	N
Cllr	Stephanie	Jones	East Devon District Council	N	N	N	N
Cllr	Anne	Kenwood	Dorset County Council	N	N	Y	Y
Cllr	Mark	King	Plymouth City Council	N	N	N	N
Cllr	Jim	Knight	East Devon District Council	Y	N	N	Y
Cllr	Michael	Leaves	Plymouth City Council	N	N	N	N
Cllr	Margaret	Leicester	Weymouth & Portland Borough Council	N	N	N	N
Cllr	Sally	Letcher	Plymouth City Council	N	N	N	N
Cllr	Ken	Lewis	Teignbridge District Council	N	N	N	N
Cllr	Graham	Liverton	East Devon District Council	N	N	N	N
Cllr	Mike	Lovells	Dorset County Council	N	N	N	N
Cllr	John	Locke	Plymouth City Council	N	Y	N	N
Cllr	Shirley	Maddicott	Teignbridge District Council	N	N	N	N
Cllr	Susan	McDonald	Plymouth City Council	N	N	N	N
Cllr	Joyce	Medstead	Cornwall Council	N	N	N	Y
Cllr	Howard	Milton	Teignbridge District Council	N	N	N	N
Cllr	Mary	Mugford	Teignbridge District Council	N	N	N	N
Cllr	Ron	Nash	Dorset County Council	N	N	N	N
Cllr	Jean	Nelder	Plymouth City Council	N	N	N	N
Cllr	Rob	Newby	Exeter City Council	N	N	N	N
Cllr	David	Newson	West Dorset District Council	N	N	N	N
Cllr		Newth	East Devon District	N	Y	N	N

**Durlston Head to Rame Head SMP2
Appendix B – Stakeholder Engagement**

Title	First name	Surname	Council	Attended EMF1 (16 th Nov 2007)	Attended EMF2 (27 th June 2008)	Attended EMF3 (26 th Sept 2008)	Attended EMF4 (3 rd Apr 2009)
			Council				
Cllr	Darryl	Nicholas	East Devon District Council	N	N	N	N
Cllr	Patrick	Nicholson	Plymouth City Council	Y	N	N	N
Cllr	Ian	Parkes	Teignbridge District Council	N	N	N	N
Cllr	Eric	Parkin	Caradon District Council	N	N	N	N
Cllr	Mark	Parsons	West Dorset District Council	N	N	N	N
Cllr	John	Peake	Dorset County Council	N	N	N	N
Cllr	Mary	Penfold	West Dorset District Council	Y	N	Y	Y
Cllr	Graham	Price	Teignbridge District Council	N	N	N	N
Cllr	Rosalind	Prowse	Teignbridge District Council	N	N	N	N
Cllr	Sara	Randall Johnson	East Devon District Council	N	N	N	N
Cllr	Tony	Reed	East Devon District Council	N	N	N	Y
Cllr	Eddie	Rennie	Plymouth City Council	N	N	N	N
Cllr	Michael	Rogers	West Dorset District Council	N	N	N	N
Cllr	Margaret	Rogers	East Devon District Council	N	N	N	N
Cllr	Sylvia	Russell	Teignbridge District Council	N	N	N	N
Cllr	Teresa	Seall	West Dorset District Council	N	N	N	Y
Cllr	Malcolm	Shakesby	Dorset County Council	Y	N	N	N
Cllr		Snowden	West Dorset District Council	N	N	N	N
Cllr	Bill	Stevens	Plymouth City Council	N	N	N	N
Cllr	Pauline	Stott	East Devon District Council	N	N	N	N
Cllr	Gillian	Summers	West Dorset District Council	N	N	N	N
Cllr	Clare	Sutton	Dorset County Council	N	N	N	N
Cllr	Brenda	Taylor	East Devon District Council	N	N	N	N
Cllr	David	Tett	West Dorset District Council	N	N	N	N
Cllr	Daryl	Turner	West Dorset District Council	N	N	N	N
Cllr	Karl	Wallace	West Dorset District Council	N	N	N	N
Cllr	Anne	Ward	South Hams District Council	N	N	N	N
Cllr	David	Weekes	Teignbridge District Council	N	N	N	N
Cllr	George	Wheeler	Plymouth City Council	N	N	N	N
Cllr	Elaine	Whyte	West Dorset District Council	N	N	N	N
Cllr	Nicky	Wildy	Plymouth City Council	N	N	N	N
Cllr	Dafydd	Williams	Plymouth City Council	N	N	N	N
Cllr	Mark	Williamson	East Devon District Council	N	N	N	N
Cllr	Tim	Wood	East Devon District	N	N	N	N

**Durlston Head to Rame Head SMP2
Appendix B – Stakeholder Engagement**

Title	First name	Surname	Council	Attended EMF1 (16 th Nov 2007)	Attended EMF2 (27 th June 2008)	Attended EMF3 (26 th Sept 2008)	Attended EMF4 (3 rd Apr 2009)
			Council				
Cllr	Stephen	Wragg	East Devon District Council	N	N	N	N
Cllr	Eileen	Wragg	East Devon District Council	N	N	N	N
	Keith	Nursey	Environment Agency	N	Y	Y	Y
	Alan	Frampton	Halcrow	Y	Y	Y	Y
	Jonathon	Rogers	Halcrow	Y	N	N	Y
	Helen	Jay	Halcrow	N	N	Y	N
	Alan	Rafelt	Environment Agency	N	N	Y	Y
	Nick	Lyness	Environment Agency	N	N	N	Y
	Neil	Watson	Environment Agency	N	N	N	Y
	Phil	Perkins	West Dorset District Council	Y	Y	Y	Y
	Mike	Lakin	Weymouth And Portland Borough Council	N	N	Y	N
	Robert	George	Weymouth & Portland Borough Council	Y	N	Y	N
	Richard	Edmunds	Dorset County Council	Y	Y	Y	Y
	Paul	Taper	South Hams District Council	N	Y	Y	N
	Amanda	Newsome	Natural England	Y	N	Y	Y
	Keith	Cole	Coast & Countryside Projects Ltd	Y	N	Y	Y
	Keith	Steel	East Devon District Council	N	N	Y	N
	Nick	Garswood	Torbay Council	Y	N	Y	Y
	Jack	Nott	Exeter City Council	N	N	Y	N
	Graeme	Smith	Teignbridge District Council	Y	Y	Y	Y
	Jenny	Plackett	Teignbridge District Council	Y	N	Y	N
	Jerry	Masters	Caradon District Council	Y	Y	N	N
	Vicky	Tanner-Tremain	Teignbridge District Council	Y	N	N	N
	Alison	Slade	Teignbridge District Council	N	N	N	Y
	Aidan	Winder	Devon County Council	Y	N	N	Y
	Ian	Bateman	Devon County Council	Y	N	N	N
	Ken	Buchan	Dorset County Council	Y	N	N	Y
	Mike	Baker	East Devon District Council	Y	Y	N	N
	Mark	Reilly	East Devon District Council	N	N	N	Y
	Phil	Mitchell	Plymouth City Council	Y	Y	N	Y
	Mike	Goater	Purbeck District Council	Y	Y	N	Y
	Trevor	Finch	South Hams District Council	Y	Y	N	Y
	Malcolm	Woodwards	West Dorset District Council	Y	N	N	N
	Steve	Wollard	West Dorset District Council	Y	N	N	N
	Kate	Evans	Weymouth & Portland Borough Council	Y	N	N	N

Title	First name	Surname	Council	Attended EMF1 (16 th Nov 2007)	Attended EMF2 (27 th June 2008)	Attended EMF3 (26 th Sept 2008)	Attended EMF4 (3 rd Apr 2009)
	Angela	Proctor	Environment Agency	Y	N	N	N
	Steve	Stanbridge	Environment Agency	Y	Y	N	N
	Humphrey	Temperley	Environment Agency	N	N	N	Y
	Denise	Ramsey	Natural England	N	Y	N	N
	Pater	Haigh	Network Rail	N	Y	N	N
	Tony	Flux	National Trust	N	N	N	Y
	Kasa	Curry	Tamar Estuary Forum	N	N	N	Y
	Vanessa	Straker	English Heritage	N	N	N	Y

B.2.2 Key Stakeholder Forum (KSF)

The KSF involved individuals who had registered an interest in the preparation of the SMP during the Initial Stakeholder Engagement (refer to Section B.3), including those likely to be affected by the SMP policies. These individuals were then invited to participate at key stages in the development of the SMP (refer to Section B.5), although not all of those invited were able to attend each event.

The table below provides a summary of those stakeholders who attended the various KSF meetings during the development of the SMP. For completeness, this also includes members of the South Devon and Dorset Advisory Group as well as the SMP consultants who also attended these events. Please note however that individual names are not published in this public consultation draft and so where there appears to be duplication of organisations, it is in fact where different members of those organisations attended.

Organisation	Attended KSF1 Meeting (Mar 2008)	Attended KSF2 Meeting (July 2008)	Attended KSF3 Meeting (Nov 2008)
Aune Conservation Assn	N	Y	N
Axmouth Harbour Mgmt. Co.	Y	N	Y
Axmouth PC	N	N	Y
Babcock Marine	Y	Y	Y
BAIT	N	N	Y
Bere Ferrers Parish Council	N	N	Y
Blackpool & Start Estate	N	N	Y
BLAP Coastal Authorities Working Group	N	Y	Y
BMF SW	N	N	Y
Bridport Local Area Plan	N	N	Y
Brody Forbes Partnership	N	N	Y
Burton Bradstock Parish Council	N	N	Y
Canoe Adventures	Y	N	N
Cattewater Harbour Commissioners	N	N	Y
CCPL	Y	N	Y
CDE / EDGC	Y	N	N
Chamber of Commerce	Y	N	N
Chesil Bank & Fleet Nature Reserve	N	Y	N
Chideock PC	Y	Y	Y
Christchurch Borough Council	N	Y	N
Combyne Rousdon Parish Council	Y	N	N
Cornworthy County Council	Y	N	N
Cornworthy PC	Y	N	N
D.C.C.	Y	N	Y
D.C.C. Area Engineer (South Devon)	Y	N	N
Dare	N	N	Y
Dart Harbour & Navigation Authority	Y	N	N
Dart Valley Railway PLC	Y	N	Y
Dart Valley Railway Plc	Y	N	N
Dartmouth & Kingsbridge Society	Y	Y	Y
David Roche Geo Consulting	N	N	Y
Dawlish Town Council	N	Y	
Dawlish Town Council/Teignbridge Dc	N	Y	N
Dawlish Town Councillor	N	N	Y
Dawlish Warren Tourism	N	N	Y

Organisation	Attended KSFI Meeting (Mar 2008)	Attended KSF2 Meeting (July 2008)	Attended KSF3 Meeting (Nov 2008)
DCC	Y	N	N
Devon Countryside Access Forum	N	N	Y
Devon County Council	N	N	Y
Devon County Councillor	N	N	Y
Devon Maritime Forum	N	N	Y
Devon Rural Network	N	Y	
Discover West Bay	Y	N	N
Dorset AONB	N	Y	N
Dorset AONB	N	N	Y
Dorset CC	N	N	Y
Dorset Coastal Forum	Y	N	N
Dorset Countryside	Y	N	Y
Dorset Countryside (DCC)	N	N	Y
Dorset Countryside Ranger Service	N	N	Y
Dorset County Council	Y	N	N
Dorset County Council	N	N	Y
Dorset Wildlife Trust	Y	N	N
Dorset Wildlife Trust	N	N	Y
E. Devon Fishermen & Boatmen Assoc	N	N	Y
East Devon County Council Sidmouth Town C.	Y	N	N
East Devon District Council	N	N	Y
East Devon District Council	N	N	Y
East Devon District Council	Y	N	N
East Devon District Council	Y	N	Y
East Devon District Council	N	N	Y
East Devon District Council	Y	N	N
East Devon District Council	N	N	Y
East Devon Golf Club	Y	N	N
East Devon Golf Club	Y	N	N
EDDC Cllr / Devon Conservation Forum	Y	N	N
EDDC Cllr / Devon Conservation Forum	Y	N	N
EDFA	Y	N	N
EEC Devon County Council	Y	N	N
English Heritage	N	N	Y
English Riviera Geopark	N	Y	N
Environment Agency	N	N	Y
Environment Agency	N	N	Y
Environment Agency	N	N	Y
Environment Agency	N	N	Y
Environment Agency	Y	Y	Y
Environment Agency	Y	N	N
Environment Agency	Y	N	N
Environment Agency	Y	N	N
Environment Agency	Y	Y	Y
Exe Estuary Management Partnership	Y	N	Y
Exe Sailing Club	Y	N	N
Exeter City Council	Y	N	N
Exeter City Council	N	N	Y
Exmouth Community Association	N	N	Y
Exmouth Community Association	N	N	Y
Exmouth Harbour Master	Y	N	N
Exmouth Quay Residents Association	N	Y	Y
Exmouth Quay Residents Society	Y	N	N
Exmouth Quay Residents Society	Y	N	N
Exmouth Quay Residents Society	Y	N	N
Exmouth Quay Residents Society	N	N	N
Exmouth Tidal Group	Y	N	N
Exmouth Town Council	N	Y	N

Organisation	Attended KSFI Meeting (Mar 2008)	Attended KSF2 Meeting (July 2008)	Attended KSF3 Meeting (Nov 2008)
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	Y	N	N
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	N	Y
<i>Non-affiliated individual</i>	N	Y	N
P.C.C	Y	N	N
Parish Cleric. Stoke Fleming P. Council	Y	N	N
Patrick Parsons Ltd	N	N	Y
Plymouth & Exeter District Of The Methodist Church	N	N	Y
Plymouth City Council	N	N	Y
Plymouth Federation Of Sea Anglers	N	N	Y
Plymouth Marine Science	N	Y	N
Plymouth University	N	N	Y
Plymouth University	N	N	Y
Powderham Estate	Y	N	N
Powderham Estate	Y	N	N
Powderham Estate	Y	N	N
Powderham Estate	Y	N	N
Purbeck District Council	Y	Y	Y
Resident Old Castle Road	Y	N	N
River Yealm & District Assn & Campaign To Protect Rural England	N	Y	Y
Royal Dart Yacht Club	Y	N	N
Royal Haskoning	N	N	Y
RSPB	N	N	Y
RSPB	Y	N	N
RSPB	N	Y	N
Rubicon Marine	N	N	Y
RYA S.W. Region	Y	N	N
S Devon & Channel Shell fishermen	N	Y	N
Salcombe Museum	N	Y	N
Salcombe TC	N	Y	
Salcombe Town Council	Y	Y	N
SFCC	N	N	Y
SFCC	N	N	Y
SHDC	N	N	Y
Shellfish Association of Great Britain	N	Y	N
Shellfish Farmer	Y	N	N
Sidmouth TC	N	Y	Y
Sidmouth TC	N	Y	N
Slapton Line Action Group	Y	Y	N
South Devon & Channel Shellfisheries Association	N	N	Y
South Devon AONB	N	Y	N
South Devon Marine And British Marine Federation	N	Y	Y
South Hams D.C	Y	N	N
South Hams District Council	Y	N	Y
South Hams Society	N	N	Y
South West Coast Path Association	Y	N	N

Organisation	Attended KSFI Meeting (Mar 2008)	Attended KSF2 Meeting (July 2008)	Attended KSF3 Meeting (Nov 2008)
South West Coast Path Association	Y	N	N
South West Water	Y	N	N
Stanton SV Gabriel (Chan Valley PC)	Y	N	Y
Starcross P.C	Y	Y	N
Starcross PC	N	N	Y
Stoke Fleming P. Council	Y	N	N
Stokenham and Chivelstone Parish Councils	N	N	Y
Stokenham PC	Y	Y	N
Stuart Line Cruises	N	N	Y
SUSTRANS	N	N	Y
Swanage Town Council	N	N	Y
SWCPA	Y	N	N
Tamar Estuaries Consultative Forum	Y	N	Y
Tamar Valley AONB	N	N	Y
Tamariask Farm / Bridport Environment Group / Coastal Community	Y	N	N
Teignbridge District Council	N	N	Y
Teignbridge District Council	N	N	Y
Teignbridge District Council	N	N	Y
Teignbridge District Council	N	N	Y
Teignbridge District Council	N	N	Y
Teignbridge District Council	N	N	Y
Teignmouth Harbour Commission		Y	N
The Lyme Regis Society	Y	N	N
The Lyme Regis Society	Y	N	N
The National Trust	Y	N	Y
Thurlestone Golf Club	Y	N	N
Topsham Bird watching Society	N	N	Y
Torbay Coast & Countryside Trust	N	Y	N
Torbay Council	N	N	Y
University of Plymouth	N	N	Y
University of Plymouth	Y	N	N
University of Plymouth	Y	N	N
University of Plymouth	N	N	Y
University of Plymouth	Y	N	N
University of Plymouth	N	N	Y
Uplyme Resident	Y	N	N
W + P. LSA	Y	N	N
W Trout & Son Ltd	N	N	Y
W Trout & Son Ltd	N	N	Y
W Trout & Son Ltd & Exe Estuary Vice Chair	N	N	Y
Warren Golf Club	Y	N	Y
West Dorset County Council	Y	N	N
West Dorset District Council	N	N	Y
West Dorset District Council	N	Y	Y
West Dorset District Council	N	N	Y
West Dorset District Council	N	Y	N
West Dorset District Council	N	Y	N
West Lulworth Parish Council	N	N	Y
West Lulworth Parish Council	N	N	Y
Weymouth & Portland Borough Council	N	N	Y
Weymouth & Portland Borough Council	Y	N	Y
Weymouth & Portland Borough Council	N	N	Y
Weymouth & Portland Borough Council	Y	N	N
Weymouth & Portland Borough Council	Y	N	N
Weymouth & Portland Borough Council	Y	N	Y
Weymouth & Portland Borough Council	Y	N	Y
Weymouth & Portland Chamber Of Commerce, Industry & Tourism	N	N	Y
Weymouth & Portland National Sailing Academy	Y	Y	N
Weymouth Care Society	Y	N	N

Organisation	Attended KSF1 Meeting (Mar 2008)	Attended KSF2 Meeting (July 2008)	Attended KSF3 Meeting (Nov 2008)
Weymouth Civic Society	N	N	Y
Woodhuish Farm	Y	N	N
WPBC / Dorset Council	Y	Y	N
Yealm Y.C.	Y	N	N

B.3 Initial Stakeholder Engagement Materials

The Initial Stakeholder Engagement 'pack' sent out in March 2007 included:

1. An invitation letter: two variations of the invitation letter were produced and sent to the following categories of stakeholders:
 - Those considered to be Key Stakeholders that are required to be involved in the SMP process; and,
 - Other stakeholders to whom a formal approach should be made. They are considered to be aware but not be familiar with SMP process. This could include: the general public, individual landowners and small businesses.
2. Information describing the background to the Durlston Head to Rame Head SMP2 and the involvement of the Client Steering Group in the SMP process. This consisted of an information leaflet.
3. A questionnaire which requested basic contact details, the organisations interests and concerns with the coastline and the review of the SMP as well as whether they held or could provide any data/information.

This 'pack' was sent to a large number of organisations, all of whom are listed in **Annex B.1**.

A reminder letter was subsequently sent out to those who had not replied, and a specific one to Parish Councils.

Comments received as part of this Initial Stakeholder Engagement are presented alongside those comments received as the SMP has developed, in **Annex B.2**.

B.3.1 Key Stakeholders Invitation Letter (Sample)

Please ask for:
My Reference:
Your Ref:



23 March 2007

Dear Sirs

Shoreline Management Plan for South Devon and Dorset

The Shoreline Management Plan for the coast between Durlston Head, near Swanage and Rame Head, near Plymouth, is now due for review. A Steering Group led by Teignbridge District Council on behalf of the South Devon and Dorset Coastal Authorities Group (SDADCAG) is undertaking a process to produce a revised plan to help shape our coast over the next 100 years.

The purpose of the Plan will be to assign one of the policies defined by the Department for Environment, Food and Rural Affairs (DERFA) to each section of the coast within the plan area. These policies are:

Hold the existing defence line - maintain or upgrade the level of protection provided by defences.

Advance the existing defence line - build new defences seaward of the existing line.

Managed realignment - allow retreat of the shoreline, with management to control or limit movement.

No active intervention - a decision not to invest in providing or maintaining defences.

It is essential that the revised plan adequately deals with the issues and concerns of the communities, businesses and organisations having an interest in this part of the coast and that SDADCAG base their work on the best information available to them. For these reasons it is important that consultation takes place with identifiable stakeholders at the earliest stage of plan preparation.

We are writing to invite your participation in this initial stage of the review process by asking you to complete and return the enclosed questionnaire and data form, either by post or preferably online. On these you can indicate your areas of interest, the form and type of information you may hold appropriate to the study of the coastline and what future contact arrangements we should make with your organisation.



Planning, Design and Property Services
Forde House Brunel Road Newton Abbot South Devon TQ12 4XX
Tel: 01626 215778 email smp@teignbridge.gov.uk internet www.teignbridge.gov.uk



An introductory leaflet is enclosed and further details, process updates and copies of the questionnaire and data form are available through our dedicated website www.sdadcag.org

Yours faithfully,

SDADCAG Chairman



Caradon District Council	Network Rail
Defra	Plymouth City Council
Devon County Council	Purbeck District Council
Dorset County Council	South Hams District Council
East Devon District Council	Teignbridge District Council
Environment Agency SW	Torbay Council
Exeter City Council	West Dorset District Council
Natural England	Weymouth & Portland Borough Council

B.3.2 Other Stakeholder Invitation Letter (Sample)

Please ask for:
My Reference:
Your Ref:



23 March 2007

Dear Sirs

Shoreline Management Plan for South Devon and Dorset

The coast between Durlston Head, near Swanage and Rame Head, near Plymouth, is covered by a Shoreline Management Plan which is now due for review. A Steering Group led by Teignbridge District Council on behalf of the South Devon and Dorset Coastal Authorities Group (SDADCAG) is undertaking a process to produce a revised plan to help shape our coast over the next 100 years.

We are writing to introduce this process and to invite you or your organisation to participate in the preparation and consultation this will involve.

The coastline of England and Wales is undergoing constant change from the effects of waves and tidal currents. The amount of physical change depends on the degree of exposure of each length of coast and the predominant geology. These change processes have usually taken place over long historical periods and examples exist where properties or assets have been lost, or are at risk, through erosion or flooding.

Another influence on the development of the coastline has been the human intervention throughout the ages, particularly in attempts to arrest the effect of erosion or flooding at particular locations. In many cases this has taken place without an acknowledgement of the effect on other locations up and down the coast of carrying out these works.

Whilst these changes continue to take place, social, economic and environmental pressures are increasing in the coastal zone. People enjoy living by and visiting the coast and the pressure for more housing is ever present. As international trade increases, so does the demand for port space and associated coastal-based industry. Such development often places stress on natural coastal habitats, which are often unique and of national and international importance.

The purpose of a Shoreline Management Plan is to provide a large-scale assessment of the risks associated with coastal processes and to present a policy framework to reduce these risks to people and the developed, historic and natural environment in a sustainable way. It determines the natural forces, which are sculpting the shoreline, and predicts, so far as it is possible, the way in which it will be shaped in the future. The plan then goes on to identify the main issues of concern relating to erosion, flood risk and management of these natural processes. These issues will be sought from those with an interest in the coast, be it as residents, businesses or those with a concern for the natural and built heritage. The issues will then be brought together to determine the policies which should be applied to allow society's objectives to be achieved in full acknowledgement of the potential impact on the natural environment and the likely environmental, financial and social cost involved.



Planning, Design and Property Services
Forde House Brunel Road Newton Abbot South Devon TQ12 4XX
Tel: 01626 215778 email smp@teignbridge.gov.uk internet www.teignbridge.gov.uk



The policies to be considered are those defined by the Department for Environment, Food and Rural Affairs (DEFRA). These are:

Hold the existing defence line - maintain or upgrade the level of protection provided by defences.

Advance the existing defence line - build new defences seaward of the existing line.

Managed realignment - allow retreat of the shoreline, with management to control or limit movement.

No active intervention - a decision not to invest in providing or maintaining defences.

Management of the coastline rests with a number of organisations, principally local authorities and the Environment Agency - occasionally principal landowners and coastal industries also have management responsibilities, e.g. Network Rail. Those organisations having this role for the coastline between Durlston Head, near Swanage and Rame Head, near Plymouth, are now beginning to prepare a review of the Shoreline Management Plan to guide the management of the coast for the next 100 years. In carrying out this work it is important that the needs, concerns and aspirations of those with an interest in the coast, the stakeholders, are taken into account.

Because of your own or your organisation's interest in this coastline, the SDADCAG Steering Group would appreciate your help in providing any appropriate information which you may hold and will improve the data on which the plan is prepared. We would like to learn about those issues that you would want to see being addressed in the plan, and any other comments which you feel the Coastal Authorities should be aware of during the preparation of the plan. We would be grateful if you would complete and return the enclosed questionnaire, either by post or preferably online, through which you can indicate your areas of interest, the form and type of information you may hold appropriate to the study of the coastline and what future contact arrangements your organisation would prefer.

A copy of an introductory leaflet is enclosed and further details, process updates and copies of the questionnaire are available through our dedicated website www.sdadcag.org

Yours faithfully,

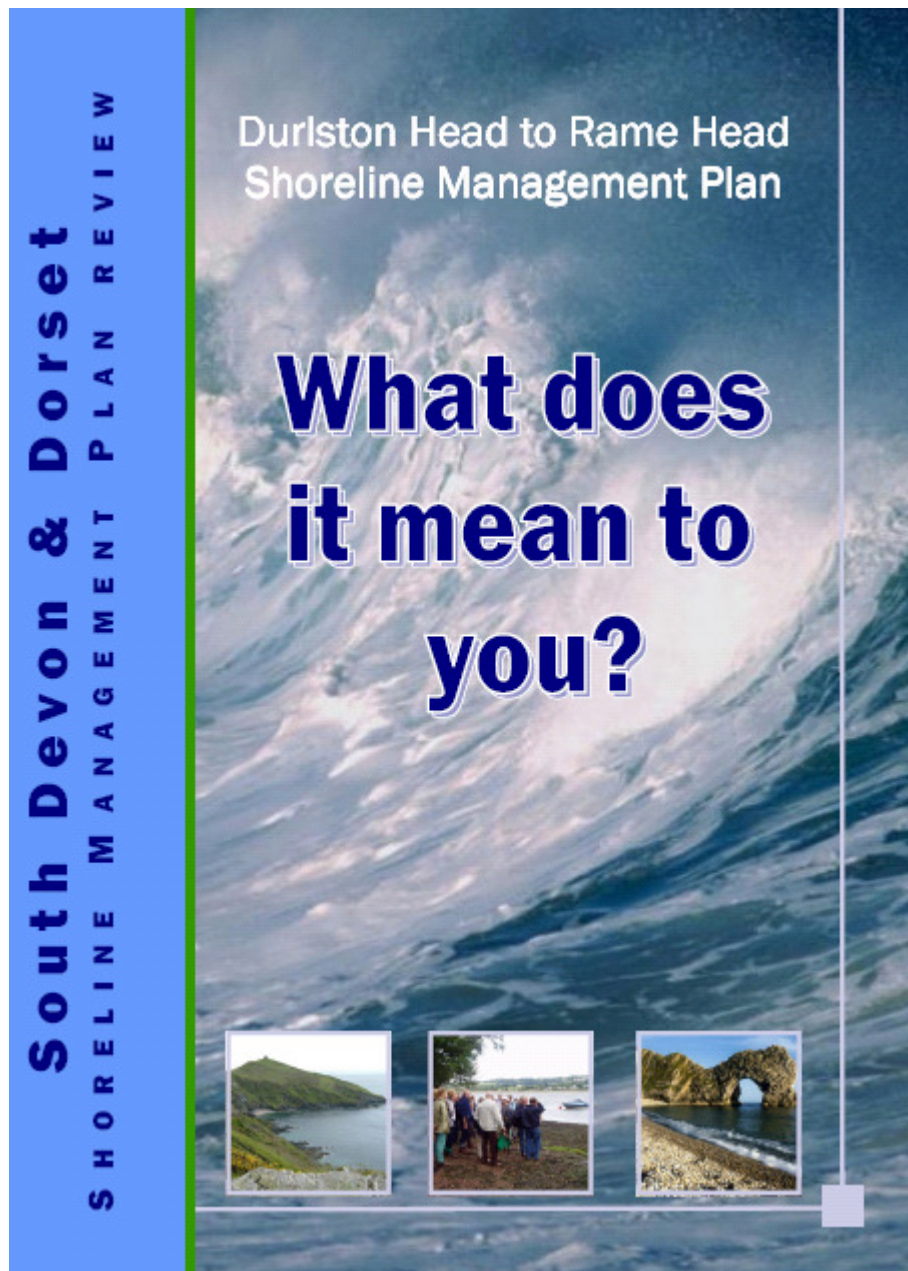


SDADCAG Chair



Caradon District Council	Network Rail
Defra	Plymouth City Council
Devon County Council	Purbeck District Council
Dorset County Council	South Hams District Council
East Devon District Council	Teignbridge District Council
Environment Agency SW	Torbay Council
Exeter City Council	West Dorset District Council
Natural England	Weymouth & Portland Borough Council

B.3.4 Background of SMPs: Stakeholder Information Leaflet



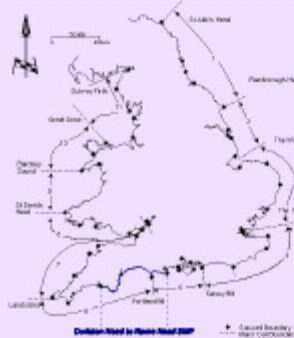
The Coastline

The South West has a dynamic coastline and uninterrupted coastal processes have created some of its most beautiful and important features. However, coastal erosion and flooding by the sea are also hazards to property on the coast. This results in the need for coastal defence works to protect assets from natural processes.

Balancing the desire to protect property and livelihoods, whilst maintaining the integrity of the natural coast, requires creative management solutions and difficult decisions have to be made about where and how to protect.



Shoreline Management Plans (SMPs)



In the mid 1990's, Coastal Groups and Local Authorities were encouraged by Government to adopt the concept of Shoreline Management Plans, with a view to producing sustainable coastal defence policies. In order to achieve this, the shoreline of England and Wales was divided into 11 sediment cells, based on natural coastal process. Each cell was then divided into smaller sub-cells, bounded by either headlands or estuaries, to create manageable SMP areas.

The objectives of SMPs are to:

- ⇒ Improve our understanding of coastal processes.
- ⇒ Work in partnership with all interested organisations and the public.
- ⇒ Prepare a setting for the long term planning of coastal defences.

Shoreline Management Plans – Review

Over the last 10 years we have made significant progress in understanding and mapping coastal processes through the first generation of SMPs.

Following a review of the strengths and weaknesses of these SMPs and full consultation with the industry, the Government has now updated SMP guidance. It recommended that the second generation SMPs should be appraised over a 100-year timescale, rather than the previous 50-year period. This offers a truly sustainable "vision" for the coast.

In addition, the guidance is much more prescriptive ensuring that stakeholders are fully immersed in the whole production process and that the SMP reviews are consistent throughout the country.



So What Does It Mean To You?

Your views matter and the inside of this leaflet illustrates the area and issues covered by this SMP.

In order to produce an agreed plan, we need to ensure that the following are achieved:

- ⇒ Full stakeholder & public engagement on issues within the SMP area.
- ⇒ All opinions and views are registered at an early stage.
- ⇒ The plan is framed around both current and predicted data.
- ⇒ All parties have the necessary information they require about the



The South Devon and Dorset Coastal Authorities Group



The South Devon and Dorset Coastal Authorities Group (SDADCAG) works to promote sustainable shoreline management along the coastline, between Durlston Head, near Swanage and Rame Head, near Plymouth. This process is being led by Teignbridge District Council.

SDADCAG is one of eighteen similar coastal groups covering the coastline of England and Wales.

Members

Caradon District Council	Network Rail
Defra	Plymouth City Council
Devon County Council	Purbeck District Council
Dorset County Council	South Hams District Council
East Devon District Council	Teignbridge District Council
Environment Agency SW	Torbay Council
Exeter City Council	West Dorset District Council
Natural England	Weymouth & Portland Borough Council

Contact Details

For more information or to register as a stakeholder in the consultation process please contact SDADCAG using the contact details below.

tel: 01626 215778
e-mail: smp@teignbridge.gov.uk
visit: www.sdadcag.org

010307

Thanks to Plymouth Council, Dorset & Devon County Councils, North Devon CIP, Teign Estuary Partnership, and MDC. Designed, written and edited by Helen Stanley-Hogart (www.regard.co.uk)

South Devon & Dorset
SHORELINE MANAGEMENT PLAN REVIEW

The Durlston Head to Rame Head SMP

The first SMP for sub cells 6a, 6b & 6c, from Portland 88 to Rame Head, was completed in June 1998 and the SMP for sub cell 6g, from Portland 88 to Durlston Head, was completed in October 1998. In accordance with Defra guidelines, these two SMPs are now due for review. Since the completion of the first round of SMPs, strategy studies have been undertaken in some areas and the regional coastal authorities have embarked upon a grant-aided Strategic Regional Coastal Monitoring Programme for the South West.

The coastal group partners agreed that the two current SMPs, which extend approximately 306 km from Durlston Head (near Swanage) to Rame Head (near Plymouth), should be reviewed collectively, in order to rationalise the management policies.

Sidmouth
Landed whilst storming coastal dunes and dune groves, the town has recently dealt successfully with the challenges of beach sea and coastal erosion.

Lymington
Appropriate scale of defences within a natural environment.

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

Exmouth
A Study has been commissioned to investigate the local coastal processes, assess how these have influenced the evolution of the coast and how it may evolve in the future. Preferred options will be recommended for the long-term sustainable management of the coastal defences, consistent with the status of the estuary.

Freshwater Beach
Situated towards the western end of Chesil Beach, the levels of the sea defences at Freshwater are regularly monitored by the Environment Agency.

Preston Beach
The Environment Agency reconstructed sea defences after storms on Preston Beach, Weymouth.

Lyme Regis
Work to restore Langwear & Lister Gardens, Lyme Regis forms part of a multi-million pound scheme to protect the town from sea storms and coastal erosion.

Kimmeridge
Cliff top recession is occurring here as a direct result of coastal erosion at the base of the cliff and this is likely to increase due to the effects of climate change.

Your Input
In order to produce a plan which meets all needs, we would welcome your input. For more information or to register as a stakeholder in the consultation process please contact SDACCAG using the contact details below.

tel: 01626 215778
e-mail: smp@trinity.gov.uk
web: www.sdaccag.org

1 Rame Head 2 Hignorthidge 3 Selge Estuary 4 Durlston 5 Luchin Bay 6 West Bay 7 Chesil Beach 8 Portland 9 Durdle Door 10 Durlston Head

This summary leaflet was also made available electronically via the South Devon and Dorset Advisory Group website: www.sdaccag.org.

B.3.5 Stakeholders Sample Questionnaire



Stakeholder Registration Form

In order to ensure that the shoreline management plan fully reflects the views and activities along the coastline, the team needs to consult with all relevant stakeholders.

We have entered the following information, regarding your organisation on our stakeholder database. Please return this form to confirm these details or to inform us relevant amendments, and include comments on topics highlighted on the second page.

Please return by Monday 30th April 2007, preferably through the online version which can be accessed through the website www.sdadcag.org

DATABASE DETAILS HELD

Title
Contact name
Contact position

Organisation
Address 1
Address 2
Address 3
Town
City
County
Postcode

Telephone
Fax
e-mail
website

COMMENTS

Is your organisation or business affected by the risk of coastal flooding or erosion?
If so, please give brief details including any significant historic events

What are the main issues relating to the way in which the coastline is managed and
which you want to see being dealt with in the plan?

What objectives do you have for the future management of the coastline?

Do you have any views on the way in which the existing defences have had an
impact on the way in which the coastline has developed?

Do you have any views on changes that should be made to the existing coastal
defences? What effect do you think this would have?

If you have further data please continue on a separate sheet.

Thank you for your time in completing this stakeholder registration document.

B.3.6 Reminder Letter to Stakeholders (Sample)

Please ask for:
My Reference:
Your Ref:



6th June 2007

Dear

Shoreline Management Plan for South Devon and Dorset - Stakeholder Reminder

We recently wrote to you introducing the Shoreline Management Plan Review process for South Devon and Dorset. A Steering Group led by Teignbridge District Council on behalf of the South Devon and Dorset Coastal Authorities Group (SDADCAG) is undertaking the process to produce a revised plan to help shape our coast over the next 100 years. Within the letter you or your organisation was invited to participate in the preparation and consultation the review will involve. As we have not had a registration form returned to us we are now reminding you that if you wish to register as stakeholder and continue to be informed of the Shoreline Management plan review and offer any comments or information please go to the SDADCAG website, www.sdadcag.org and complete a form online.

There is also a data response form which can be completed if you hold any data, whether they are reports, pictures, photos or raw data relating to the coast between Durlston Head near Swanage and Rame Head near Plymouth, that may be appropriate to the study of this stretch of coastline.

The letter, send to you previously, outlined the review process and the following information reiterates this.

The coastline of England and Wales is undergoing constant change from the effects of waves and tidal currents. The amount of physical change depends on the degree of exposure of each length of coast and the predominant geology. These change processes have usually taken place over long historical periods and examples exist where properties or assets have been lost, or are at risk, through erosion or flooding. Another influence on the development of the coastline has been the human intervention throughout the ages, particularly in attempts to arrest the effect of erosion or flooding at particular locations. In many cases this has taken place without an acknowledgement of the effect on other locations up and down the coast of carrying out these works.

Whilst these changes continue to take place, social, economic and environmental pressures are increasing in the coastal zone. People enjoy living by and visiting the coast and the pressure for more housing is ever present. As international trade increases, so does the demand for port space and associated coastal-based industry. Such development often places stress on natural coastal habitats, which are often unique and of national and international importance.

The purpose of a Shoreline Management Plan is to provide a large-scale assessment of the risks associated with coastal processes and to present a policy framework to reduce these risks to people



Planning, Design and Property Services
Forde House Brunel Road Newton Abbot South Devon TQ12 4XX
Tel: 01626 215778 email smp@teignbridge.gov.uk internet www.teignbridge.gov.uk



and the developed, historic and natural environment in a sustainable way. It determines the natural forces, which are sculpting the shoreline, and predicts, so far as it is possible, the way in which it will be shaped in the future. The plan then goes on to identify the main issues of concern relating to erosion, flood risk and management of these natural processes. These issues will be sought from those with an interest in the coast, be it as residents, businesses or those with a concern for the natural and built heritage. The issues will then be brought together to determine the policies which should be applied to allow society's objectives to be achieved in full acknowledgement of the potential impact on the natural environment and the likely environmental, financial and social cost involved.

The policies to be considered are those defined by the Department for Environment, Food and Rural Affairs (DEFRA). These are:

Hold the existing defence line - maintain or upgrade the level of protection provided by defences.

Advance the existing defence line - build new defences seaward of the existing line.

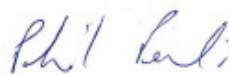
Managed realignment - allow retreat of the shoreline, with management to control or limit movement.

No active intervention - a decision not to invest in providing or maintaining defences.

Management of the coastline rests with a number of organisations, principally local authorities and the Environment Agency - occasionally principal landowners and coastal industries also have management responsibilities, e.g. Network Rail. Those organisations having this role for the coastline between Durlston Head, near Swanage and Rame Head, near Plymouth, are now beginning to prepare a review of the Shoreline Management Plan to guide the management of the coast for the next 100 years. In carrying out this work it is important that the needs, concerns and aspirations of those with an interest in the coast, the stakeholders, are taken into account.

Because of your own or your organisation's interest in this coastline, the SDADCAG Steering Group would appreciate your help in providing any appropriate information which you may hold and will improve the data on which the plan is prepared. We would like to learn about those issues that you would want to see being addressed in the plan, and any other comments which you feel the Coastal Authorities should be aware of during the preparation of the plan. As previously stated the registration form and data response form can be filled in online at www.sdadcag.org. We hope that you decide to register and become involved in the process.

Yours faithfully,



SDADCAG Chair



Caradon District Council	Network Rail
Defra	Plymouth City Council
Devon County Council	Purbeck District Council
Dorset County Council	South Hams District Council
East Devon District Council	Teignbridge District Council
Environment Agency SW	Torbay Council
Exeter City Council	West Dorset District Council
Natural England	Weymouth & Portland Borough Council

B.3.7 Reminder Letter to Parish Councils (Sample)

Please contact: Sarah Clark
Telephone: 01626 215778
E-mail: smp@teignbridge.gov.uk



6th June 2007

Dear

**Shoreline Management Plan for South Devon and Dorset – Stakeholder
Reminder**

I wrote to you recently regarding the South Devon and Dorset Shoreline Management Plan Review reminding you of the opportunity to register as a stakeholder in the process.

It has been brought to my attention that some Parish and Town Council Clerks may not have access to the internet to be able to complete the registration and data response forms on line. We do not appear to have your e-mail details on our database and therefore I have enclosed copies of the relevant forms, together with a return envelope, for your completion.

Yours faithfully,

SDADCAG Chair



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Forde House Brunel Road Newton Abbot South Devon TQ12 4XX
Tel: 01626 215778 email smp@teignbridge.gov.uk internet www.teignbridge.gov.uk



B.4 Elected Members Materials

B.4.1 Introduction

Below are a series of documents relating to the Elected Members Forums that were held during the course of developing the Durlston Head to Rame Head SMP.

B.4.1.1 Elected Member Invitation Letter to EMF I

The purpose of this meeting was to introduce the SMP process and seek information and data to inform the development of the SMP.



25th October 2007

Dear

Shoreline Management Plan – Elected Members Forum

You will probably be aware that a revised Shoreline Management Plan is being developed for the South Devon and Dorset area, and that this process is being led on behalf of each Local Authority by the local Coastal Authorities Group – SDADCAG (Please see overleaf or www.SDADCAG.org for further details).

We have reached the appropriate stage in the process to convene and invite you to an Elected Members Forum which has been arranged for:

Friday 16th November 2007, 10.00am
at the offices of the Environment Agency, Exminster House, Exminster, Devon

Relevant Members from each of the Authorities in South Devon and Dorset will be attending the Forum to be formally introduced to the SMP process and to the consultancy firm who are undertaking aspects of the work on behalf of the Coastal Group. Members will receive an update of progress, discuss the projects timeframe, stakeholder engagement strategy and methods of endorsement and adoption that will have to be undertaken at each Local Authority when the completed Plan is finalised. Your attendance at this stage in the process is key to the delivery of this strategic DEFRA sponsored initiative.

The Forum will open at 10.00. for a 10.30 start and conclude with lunch. I would be grateful if you could confirm your attendance whereupon we will forward travel/location details and a detailed agenda.

I look forward to welcoming you on the 16th.
Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Graeme Smith', written over a faint blue grid background.

Graeme Smith
Vice-Chair SDADCAG



PLANNING, DESIGN & PROPERTY
Forde House Newton Abbot South Devon TQ12 4XX
SMP@teignbridge.gov.uk 01626 215748



The South Devon and Dorset Coastal Authorities Group (SDADCAG) works to promote sustainable shoreline management along the coastline, between Durlston Head, near Swanage and Rame Head, near Plymouth. The process is led by Teignbridge District Council.

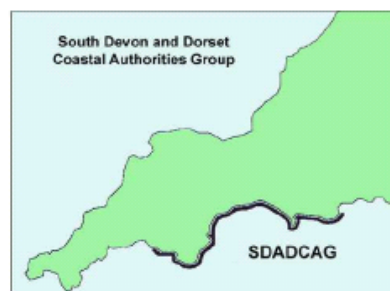
A Shoreline Management Plan (SMP) is a DEFRA High Level Target that offers guidance at a strategic level, designed to assist coastal defence decision making for a particular length of coastline. It aims to identify sustainable coastal defence options, taking account of the influence and needs of the natural, human and built Environment. In doing so, it forms part of the Government's strategy for managing flooding and coastal erosion.

The strategy aims to manage risks by using a range of methods which reflect both national and local priorities, to:

- Reduce the risk of flooding and erosion to people and their property; and
- Benefit the environment, society and the economy as far as possible, in line with the Government's sustainable development principles.

The SMP will assign one of four policies to each defined length of coastline and will apply those policies over a range of timeframes from 0-100years. The Policies are:

- Hold the existing defence line
- Advance the existing defence line
- Managed realignment – identifying a new line of defence
- No active intervention – a decision not to invest in providing or maintaining defences



Caradon District Council	Network Rail
Defra	Plymouth City Council
Devon County Council	Purbeck District Council
Dorset County Council	South Hams District Council
East Devon District Council	Teignbridge District Council
Environment Agency SW	Torbay Council
Exeter City Council	West Dorset District Council
Natural England	Weymouth & Portland Borough Council

www.sdadcag.org

B.4.1.2 Elected Members Forum I: Agenda

South Devon and Dorset Shoreline Management Plan



Elected Members Forum

16th November 2007 - Exminster House, Exminster

Forum Agenda

10.00 Arrival & Coffee

10.30 Welcome
Phil Perkins – Chair SDADCAG

10.40 Shoreline Management Plan – outline of process, timeframe and stakeholder engagement
Graeme Smith – Vice Chair SDADCAG

11.00 The role of the SMP consultant
Alan Frampton – Halcrow

11.30 Local Authority aspects
Cllr Mike Haines – Teignbridge District Council

11.45 Associated initiatives

- Regional Coastal Monitoring – Teignbridge District Council
- Climate Change – Ian Bateman, Devon County Council
- Coastal Risk Mapping - Halcrow

Buffet Lunch

The Forum is intended to be a two way communication between the Officers and Consultants charged with undertaking the Shoreline Management Plan process, as prescribed by Defra, and key elected Members from the Coastal Authorities within the area. Members will be encouraged to interact with the process, endorse the progress to date and to help guide the policy development, public and stakeholder consultation and Local Authority adoption of the Shoreline Management Plan prescriptions.

B.4.1.3 Elected Members Forum I: Minutes

South Devon and Dorset Shoreline Management Plan



**Proceedings of the Shoreline Management Plan
Elected Members Forum**

16th November 2007
Exminster House, Exminster, Devon

Welcome

Phil Perkins – Chair SDADCAG

Key Points

The South Devon and Dorset Coastal Authorities Group (SDADCAG) is coordinating the second Shoreline Management Plan (SMP2) for the South Devon and Dorset Coast, from Durlston Head (Dorset), to Rame Head (Cornwall).

Shoreline Management Planning is concerned with sustainable coastal defence planning at the strategic level.

Teignbridge District Council is the lead authority for this process.

The SMP2 process is 100% grant funded by Defra. The coastal defence planning duties of Defra, are being transferred to the Environment Agency, and this process started in April 2007.

The South Devon and Dorset Coast is a dynamic and diverse coastline with many estuaries, beaches, European wildlife sites, heritage sites and working ports and harbours. The coast is also an important asset for the tourism industry.

Estuaries are included in the SMP2. They were not included in SMP1.

The consultants, Halcrow, will need access to all the background information held by coastal authorities as part of the review process. Information will inform development of SMP policies.

Better data	=	Better Policy Scenario	=	Better SMP product
(Up to date & local)		planning (Accurate)		(Realistic, Robust & Defensible)

There is an SMP Introductory leaflet available for Local Authorities to disseminate within their local communities. It is available as paper and electronic copies (Downloadable from www.sdadcag.org).

1. Shoreline Management Plan

Graeme Smith, SDADCAG - SMP2 Co-ordinator

Key Points

SMP Process:

- Aims to identify sustainable coast defence options taking account of influence and needs of the natural, human and built environment

Strategy Aims:

- Reduce risk of flooding and erosion, to people and their property
- Benefit the environment, society and the economy

The plan polices for sections of coast will be divided into 3 epochs (timeframes).

1. 0 to 25 years (short term)
2. 25 to 50 years (medium term)
3. 50 to 100 years (long term)

4 key policy options for coastal management: (as defined by Defra) are:

1. Hold the existing defence line
2. No active intervention
3. Managed realignment (used to be termed 'managed retreat')
4. Advance the existing defence line

1, 2 and 3 are the most relevant policy options, as there are very few instances where there will be a need to 'advance the line' of coastal defence.

The policy options chosen for each of the epochs (timeframes) along a particular stretch of coast may vary.

Stages of process:

Stage 1	Scope the SMP	November 2007
Stage 2	Assessment to Support Policy Development	Nov 07 - Feb 08
Stage 3	Policy Development	Mar - Sept 08
Stage 4	Public Examination (Consultation)	Sept - Nov 08
Stage 5	Finalise Plan	Dec 08
Stage 6	Plan Dissemination	Early 2009

Stakeholder Engagement:

Coastal authorities need to share information, (data, surveys, studies and reports) expertise and experience to assist one another through the SMP process.

Role of Stakeholders:

- data collection
- identification of objectives
- to provide confidence in results
- education and understanding of recommendations
- conflict avoidance through early scrutiny

Timeframe:

October 2007	Halcrow appointed as main SMP consultant
November 2007	Elected Members Forum
From November 2007	Policy development (Stage 3)
Ongoing	Stakeholder Engagement
Spring 2008	Stakeholder Forums
Late 2008	Public Consultation (Stage 4)
	Finalise Plan
Early 2009	Plan Adoption and dissemination

Question and Answer Session

No questions were received from the floor.

2. The Role of the SMP Consultant

Alan Frampton – Assistant Project Manager, Halcrow

Introducing Halcrow

Halcrow is the chosen consultant to develop and test the policy options for the SMP2.

In order to help guide the second round of SMPs, the Department for Environment, Food and Rural Affairs (Defra) and the National Assembly for Wales (NAW) collaborated in the promotion of a coastal process and geomorphological study of the coastline, known as Futurecoast. This project was undertaken by Halcrow. Learning from these pilot studies will feed into this SMP.

Key Points from the presentation

The SMP is a policy framework for coastal defence management planning. It sets out policies for coastal defence management, but does not prescribe how these will be implemented.

A new SMP is required because:

- our understanding of coastal processes has improved
- environmental legislation has changed since SMP1
- some policies previously adopted are not sustainable

Coastal authorities are responsible for implementation of the agreed SMP.

Policies for shoreline management will be developed by thorough testing of a range of policy scenarios. These scenarios will take into account economic, social and environmental issues.

How social, economic and environmental issues are balanced will be discussed through stakeholder involvement and the consultation process.

SMP policy development and selection must be driven by a robust, up to date, evidence base.

Common issues arising during public consultations in 3 pilot SMPs:

- Assumption that decisions come down to 'people vs nature'
- Acceptance of policies promoting continued defence
- Frequent non-acceptance where property losses result from policies
- Social justice – assumption that coastal defence of properties is a human right
- The need to compensate for losses

- Is the 100 year timescale adopted by operating authorities compatible with political timescales?

Main issues facing the development of policies:

- Coastal dynamics
- Economic justification
- Housing and communities
- Maintaining local economies (for example, tourism, farming fishing etc)
- Legal requirements to protect the natural environment

Stage 3: Policy Development includes:

1. Identify **possible policies**
2. Define **policy scenarios**
3. Examine how the coast would evolve under these policy scenarios
4. Map **future shorelines**
5. **Appraise** policy scenarios **against objectives** (e.g. potential risks to environmental features, housing etc.)
6. **Refine** policy scenarios
7. Identify and **confirm preferred options** for policies

Question and Answer Session

Q. Cllr Mike Haines, Teignbridge District Council

An important issue is the reaction of stakeholders, e.g. Members, to the SMP policies. What lessons have been learnt from previous stakeholder engagement processes?

A. Alan Frampton, Halcrow

The 'no active intervention' policy option is always viewed as a political hot potato where communities will be affected. There needs to be a clear education process as to the rationale for this policy option being chosen. This education needs to be undertaken both through the SMP process and importantly, by the Local Authorities themselves within their communities.

Q. Aiden Winder, Coastal Officer, Devon County Council

For the 0-20 year epoch there is often a high degree of confidence in the policy decisions. Given the timescale of the medium and long term epochs, will there be any provisions in the SMP process for review of these later epochs, as new information or scenarios arise?

A. Johnathan Rogers, Halcrow

Yes, SMPs will be reviewed and updated as a continual process; reviews will be in 5-9 year periods.

Q. Malcolm Woodward, West Dorset District Council

How will the SMP process tie in with Marine Spatial Planning (MSP) and the proposed Marine Management Organisation (MMO)?

A. Graeme Smith, SDADCAG Vice Chair

The Marine Bill is not yet sufficiently detailed to enable its integration into the SMP process.

A. Aiden Winder, Coastal Officer, Devon County Council

Local Authorities should seek to influence the consultation on the Marine Bill. It is a

Question and Answer Session

Q. Cllr Doug Hollings, Weymouth and Portland Borough Council

Cllr Hollings was happy to endorse the process so far and believes the information will assist him in convincing colleagues that funding for Engineers is necessary. Halcrow has been commissioned to undertake a study into coastal erosion which is gradually removing access to about 40 houses. Engineers are essential to help interpret studies and educate the decision makers and the public.

A. Cllr Mike Haines

Perhaps the coastal authorities could investigate sharing engineering resources.

Q. How do we approach the communication of information and policies in the SMP2 given its potential sensitivity?

A. Cllr Mike Haines

Educating the public and decision-makers is essential to enable them to interpret the SMP2 information. However, it is inevitable that there will be strong public reaction where people's property or livelihood is affected. Robust, evidence-based rationales for the chosen policy options are essential.

Q. Malcolm Woodward, West Dorset District Council

Given the timescales of the SMP2 and Local Development Frameworks (LDF) how will outcomes from SMP2 feed into LDFs?

A. Cllr Mike Haines

SMP will form part of the evidence base for LDFs and should be incorporated into any reviews of the Core Strategy or other Development Plan Documents. The SMP2 could be adopted as a Supplementary Planning Document, giving it greater weight in planning decisions. These issues of differing timescales needs to be recognised by the Planning Inspectorate and accounted for during the LDF Examination in Public.

Q. How in the meantime, would any conflict between the current LDF (or Local Plan, saved policies) and the SMP2 be resolved?

A. Cllr Mike Haines

SMP2 is a non-statutory plan whereas the LDF (or Local Plan saved policies) is a statutory document and would take precedence. However, SMP2 effectively brings forward new evidence (updating SMP1) and would be a material consideration in planning decisions and afforded appropriate weight. SMP2 would also inform decision making at the forward planning stages in LDF preparation where timescales allow.

Please note:

Summary versions of presentations 1-3 are available to download from www.sdadcag.org

4. Associated Initiatives

South West Regional Coastal Monitoring Programme

Graeme Smith, Teignbridge District Council

Climate Change

Ian Bateman, Devon County Council

Coastal Erosion Risk Mapping

Johnathan Rogers, Halcrow

5. General Question and Answer Session

Q. Can the procedure regarding public examination be clarified please?

A. The SMP will not undergo a formal 'Examination in Public' as happens with LDFs. It will undergo a 60 day consultation period during which the public and stakeholder organisations can make comments. However, given that SMP2 will form part of the evidence base for LDFs it is open to scrutiny throughout the LDFs Examination in Public.

Q. Engagement in this process will take up Local Authority Officer time for data collation, technical and consultation input. Is there any way to recharge this to the SMP?

A. There is no opportunity to recharge Council expenditure. We acknowledge that there are associated costs for Local Authorities as a result of the SMP process. That said the more effort the LA puts into engaging with the process the more valuable, useful and fit for purpose the end product will be for their local area.

Other information

Local Government Association

Cllr Mike Haines sits on the Environment Board of the Local Government Association. The Board has been providing input to the Marine Bill and can represent any Councillors' views and concerns.

Communicating the SMP process to local stakeholders

Graeme Smith, SDADCAG SMP2 Co-ordinator, is available to give presentations on behalf of Local Authorities, to Members, Officers or local stakeholders to increase understanding of the SMP2 process and interpretation of the outcomes.

Outcomes

Phil Perkins (SDADCAG) recorded that the Members at the Elected Members Forum endorsed the outcomes of the SMP2 process undertaken to date. This was agreed unanimously.

The South Devon and Dorset Coastal Authorities Group website:

www.sdadcag.org

Delegates List

Caradon District Council	Cllr Margaret Allen
	Jerry Masters
Devon County Council	Aidan Winder
	Ian Bateman (Speaker)
Dorset County Council	Cllr Les Ames
	Cllr Malcolm Shakesby
	Richard Edmunds
	Ken Buchan
East Devon District Council	Cllr Pat Graham
	Cllr Jim Knight
	Mike Baker
Plymouth City Council	Cllr Patrick Nicholson
	Cllr Lynda Bowyer
	Phil Mitchell
Purbeck District Council	Cllr John Hyde
	Mike Goater
South Hams District Council	Cllr Bill Hitchins
	Cllr Bryan Carson
	Trevor Finch
Teignbridge District Council	Cllr Mike Haines (Speaker)
	Phil Perkins (Speaker)
	Greame Smith (Speaker)
	Vicky Tanner-Tremaine
	Jenny Plackett
Torbay Council	Cllr Robert Excell
	Nick Garswood
West Dorset District Council	Cllr Penfold
	Malcolm Woodwards
	Steve Wollard
Weymouth & Portland Borough Council	Cllr Doug Hollings
	Robert George
	Kate Evans
Environment Agency	Angela Proctor
	Steven Stambridge
Natural England	Amanda Newsome
Halcrow	Johnathan Rogers (Speaker)
	Alan Frampton (Speaker)
Coast & Countryside Projects Ltd	Keith Cole

B.4.1.4 Letter to EMF ahead of Elected Members Forum 2

The purpose of this meeting was to introduce and discuss the issues and objectives tables.



10th June 2008

Dear

South Devon and Dorset Shoreline Management Plan - Elected Members Forum

I am delighted to be able to confirm your attendance at the above key event in the process of determining a revised Shoreline Management Plan for our area. As you should be aware the Forum is scheduled for;

Friday 27th June 2008

at the offices of the Environment Agency at Exminster House, Exminster, near Exeter.

The Forum follows on from the introductory event we held last November. This event is scheduled in advance of a series of Stakeholder Events we are hosting next month at venues across the South Devon and Dorset Coastal Authorities Group area, which runs between Rame Head in Cornwall to Durlston Head near Swanage.

An agenda for the Forum and location details are enclosed, and on behalf of the Coastal Authorities Group I look forward to welcoming you.

Yours faithfully,

SDADGAG Chair



Planning, Design and Property Services
Fonde House Brunel Road Newton Abbot South Devon TQ12 4XX
Tel: 01626 215778 email smp@teignbridge.gov.uk internet www.teignbridge.gov.uk



INVESTOR IN PEOPLE

B.4.1.5 Elected Members Forum 2: Agenda

South Devon and Dorset Shoreline Management Plan



Elected Members Forum

27th June 2008 - Exminster House, Exminster

Forum Agenda

10.30 Arrival & Coffee

11.00 Welcome
Cllr Mike Haines – Teignbridge District Council

11.15 Shoreline Management Plan – Processes, timeframes and stakeholder engagement
Graeme Smith – Chair SDADCAG

11.30 Technical progress update
Alan Frampton – Halcrow

- Baseline Processes
- Theme Report
- Issues and Objectives Tables

12.00 Associated initiatives

- Regional Coastal Monitoring – Teignbridge District Council
- National Coastal Erosion Mapping – Halcrow

Buffet Lunch

First opportunity to view and discuss, large scale versions of the Draft Hazard Area Maps. These will form an important part of the forthcoming series of Stakeholder Events scheduled for July across South Devon and Dorset.

The Forum is intended to be a two way communication between the Officers and Consultants charged with undertaking the Shoreline Management Plan process, as prescribed by Defra, and key elected Members from the Coastal Authorities within the area. Members will be encouraged to interact with the process, endorse the progress to date and to help guide the policy development, public and stakeholder consultation and Local Authority adoption of the Shoreline Management Plan prescriptions.

B.4.1.6 Elected Members Forum 3: Agenda

The purpose of this meeting was to discuss the policy options to test along the SMP frontage.

South Devon and Dorset Shoreline Management Plan

Elected Members Forum

Friday 26th September 2008 - Exminster House, Exminster



Forum Agenda

10.30 Arrival & Coffee

11.00 Cllr Mike Haines – Portfolio Holder, Teignbridge District Council.
Welcome
Local Government Reform aspects

11.10 Graeme Smith – Chair SDADCAG
Update of process
Stakeholder engagement
Habitats Regulations

11.20 Keith Nursey – Environment Agency
Coastal overview

11.30 Alan Frampton – Halcrow
Initial Policy Options – Introduction and methodology

Initial Policy Option and alternate scenarios for approximately 165 individual sections of coast across the SDADCAG area (possible policy units) – this part of the Forum will be undertaken in smaller groups looking at local areas.

Buffet Lunch

The Forum is intended to be a two way communication between the Officers and Consultants charged with undertaking the Shoreline Management Plan process, as prescribed by Defra, and key elected Members from the Coastal Authorities within the area. Members will be encouraged to interact with the process, endorse the progress to date and to help guide the policy development, public and stakeholder consultation and Local Authority adoption of the Shoreline Management Plan prescriptions.

B.4.1.7 Elected Members Forum 3: Minutes

Shoreline Management Plan Review Elected Members Forum

26th September 2008, Exminster House, Exeter

Cllr Mike Haines (Strategic Planning Portfolio Holder, Teignbridge District Council) opened the meeting. He explained that the SMP Review will be completed prior to the outcome of the Local Government Review, and therefore any local government restructuring will not affect the SMP at all.

Graeme Smith (GS) (Chair of the South Devon and Dorset Coastal Authorities Group) gave a brief overview of the SMP Review process. Policy scenarios are being determined over three timescales (0-20yrs, 20-50 yrs and 50-100 yrs), and will consider 4 policies - Hold the Line (HTL), Do Nothing (DN), Managed Realignment (MR) and Advance the Line (ATL). This Elected Members meeting is being held in advance of the next round of Key Stakeholder meetings, to ensure that Members are made aware of policy scenarios before constituents.

GS explained that policy scenarios for the Exe Estuary area are not available for discussion, because they also form part of another detailed study, the Exe Estuary Coastal Management Study, the results of which are currently being finalised and are not yet in the public domain (the Habitat Regulations aspect of the study have not yet been completed). The results of this study will inform the SMP Review.

GS explained that minor alterations to the programme are necessary. The Members present agreed that Defra should be asked for a Variation Order for a 10% variation of funds and a month's delay. This will enable the Habitat Regulations work to be incorporated into policy scenarios for the Exe, and also allow an increased number of stakeholder engagement events to be run.

Finally, GS advised that, with the restructuring of Coastal Groups, the SDADCAG group is likely to merge with Cornwall and the Isles of Scilly, and run from Portland, Dorset to Hartland Point, North Devon.

Jack Nott (Exeter City Council) asked what timescale is anticipated for restructuring the Coastal Groups? This is uncertain - Keith Nursey will confirm as soon as possible. Cllr Doug Hollings (Weymouth & Portland Borough Council – WPBC) asked how the boundary for the new Coastal Groups will be determined? Portland lies on the boundary of the Groups, so they will need to be involved in meetings in both the southwest group and the southern group for future SMP reviews – although this change does not affect them for the SMP2.

Keith Nursey (KN) (Environment Agency - EA) gave a strategic overview of the management of the coast. He explained that Coastal Groups were changing, reducing in number and becoming more strategic. The Regional Flood Defence Committees will be linking up with Coastal Groups, therefore coastal erosion will come into the same remit. Projects along the coast will fall under EA responsibility, and the EA will have overall responsibility for all sea flooding risk. They will also be responsible for managing and ensuring the quality production of all SMPs.

Jack Nott (ECC) asked for clarification of the overlap between SMPs, Coastal Groups and Flood Defence Committee groups. KN explained that the Coastal Groups operate at the top level, and SMP groups feed into these. Alan Rafelt (AR) (Environment Agency) explained that representatives from each of the groups generally sit on the committees of the other groups, in order to ensure good communication links.

Robert George (RG) (WPBC) questioned whether there would be a diminishing role for Local Authorities in coast protection, and a larger responsibility for the EA? AR advised that the EA has a supervisory duty, but how this will work in practice is still to be explored.

Alan Frampton (Halcrow) then introduced the Initial Policy Options and explained the methodology behind their creation, and invited the Members and Officers present to inspect the policy scenarios for their areas, and write comments on the sheets as necessary. Attendees were encouraged to add details to the notes, particularly if they felt an important issue was not being considered.

AF explained that the policy options will be finalised (following further public consultation at another round of stakeholder engagement meetings in early November), and will then go before public examination, before being adopted. At any point until the policies are officially adopted, they may change. It was agreed that Defra's SMP process flow chart will be uploaded to the SDADCAG website to clearly demonstrate the process stages.

Cllr Robert Excell (RE) (Torbay Council) asked when the policy will be reviewed, once it has been adopted. Helen Jay (HJ) (Halcrow) said that it is likely to be between about 5 and 10 years, to allow changes based on new knowledge or climate change, etc., to be incorporated – the science must back up decisions to defend the

coastline, or not. AR said that it is difficult to deliver unpopular messages and the press often hype up and dramatise information – but we should use the press to publicise our message *positively*. He also said that the Coastal Flood Management Plans (CFMPs) are almost completed and will be reviewed every 6 years – they should not conflict with SMP policies, but if they do, the CFMP is likely to be reviewed on the basis of new knowledge acquired through the SMP.

Richard Edmonds (RE) (Dorset County Council) questioned how thorough is the testing of the policy – where there is a decision to Hold The Line, how robust is that decision in terms of the environmental impact and economic costs? HJ advised that Halcrow do need to consider *how* a policy might be implemented. They need to make assumptions and appraise economic viability, potential loss of buildings etc, and determine whether a policy decision is robust and can be justified. The EA/Defra have to decide how best to spend their money. In general, these policy scenarios are *broad level* assessments.

Phil Mitchell (PM) (Plymouth City Council) asked if any compensation is available for housing lost to the sea? AR explained that no compensation money is available at the moment, and none is planned in the immediate future - and indeed there is no certainty that there will be funding to undertake any schemes. First we need the policy, sourcing the funding comes later.

RG said that the options do not address the human impact, and do not look far enough into the future – it may be necessary to put in defences later because of a policy to Do Nothing now.

B.4.1.8 Letter to EMF ahead of Elected Members Forum 4

The purpose of this meeting was to present and discuss the preferred policies identified along the SMP coast.



19th March 2009

Dear

South Devon and Dorset Shoreline Management Plan - Elected Members Forum

You should be currently aware of a prompt in your diary, created in mid-February, for a Shoreline Management Plan event on the 3rd of April. I am now delighted to be able to confirm and enclose the finalised agenda for this key event.

**Elected Members Forum - 10.30, Friday 3rd April
The Pilot Boat Inn (Function Room), Lyme Regis**

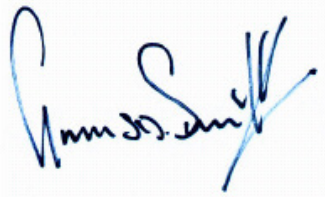
This is the fourth Elected Members Forum (previous events being held in Nov '07, June '08 and Sept '08) and is the most important in the process to date. At the Forum we will be running through the Proposed Preferred Policy Options, which will determine the way in which we manage our coastline for years to come. These are the results from the collective technical appraisal processes we have been applying to the South Devon and Dorset coast and estuarine areas. This is the key opportunity to discuss these options before commencement of the formal 3 month public and stakeholder consultation.

Copies of the consultation materials will be presented at the Forum and we would also value your input on these before commissioning the relatively large print runs required to service residents, businesses and agencies spread across the 400 km SMP area, together with a dedicated series of public exhibitions at venues across western Cornwall, South Devon and Dorset.

cont'd.

I would be grateful if you could confirm your attendance via email to smp@teignbridge.gov.uk. Venue location details are enclosed, and on behalf of the all of the Local Authorities and relevant Agencies which make up the South Devon and Dorset Group, I look forward to welcoming you on the 3rd.

Yours faithfully,



SDADCAG Chair

01626 215748
graeme.smith@teignbridge.gov.uk



Caradon District Council	Network Rail
Defra	Plymouth City Council
Devon County Council	Purbeck District Council
Dorset County Council	South Hams District Council
East Devon District Council	Teignbridge District Council
Environment Agency SW	Torbay Council
Exeter City Council	West Dorset District Council
Natural England	Weymouth & Portland Borough Council

Teignbridge District Council, Forde House, Newton Abbot, Devon TQ12 4XX
Minicom: 01626 363690 DX121075 Newton Abbot 5

B.4.1.9 Elected Members Forum 4: Agenda

South Devon and Dorset Shoreline Management Plan



Elected Members Forum

Friday 3rd April 2009
Pilot Boat Inn, Lyme Regis

Forum Agenda

10.30 Arrival & Coffee

11.00 Cllr Gould – Leader, West Dorset District Council
Welcome
Cllr Mike Haines – Portfolio Holder, Teignbridge District Council (Lead Authority)
Role of the Elected Members Forum

11.15 Graeme Smith – Chair SDADCAG
Update of SMP Process / Timeframe
Stakeholder engagement
Arrangements for media launch / formal public consultation process
Coastal Group

Jonathon Rogers – Halcrow
Coastal Erosion Risk Mapping Project

Alan Frampton – Halcrow
Proposed Preferred SMP Policy Options

Discussion of the Proposed Preferred Policy Options prior to formal stakeholder and public consultation for approximately 190 individual sections of coast across the SDADCAG area (SMP policy units) – this part of the Forum may break into smaller groups looking at local areas.

13.00 Buffet Lunch

The venue is reserved beyond lunch to facilitate further discussions on individual sections should this be required.

The Forum is intended to be a two way communication between the Officers and Consultants charged with undertaking the Shoreline Management Plan process, as prescribed by Defra, and key elected Members from the Coastal Authorities within the area. Members will be encouraged to interact with the process, endorse the progress to date, the Proposed Policy Options, public and stakeholder consultation and Local Authority adoption of the Shoreline Management Plan prescriptions.

B.4.1.10 Elected Members Forum 4: Minutes

Shoreline Management Plan Review Elected Members Forum

3rd April 2009, The Pilot House Inn, Lyme Regis

Welcome from Cllr Gould, Leader of West Dorset District Council

Cllr Mike Haines – Portfolio Holder, Teignbridge District Council (Lead Authority)

Role of the Elected Members Forum

The Forum will be running through the Proposed Preferred Policy Options. These are the results from the collective technical appraisal processes we have been applying to the South Devon and Dorset coast and estuarine areas. This is the key opportunity to discuss these options before commencement of the formal 3 month public and stakeholder consultation.

I. Shoreline Management Plan – Graeme Smith (Chair SDADCAG)

Update of SMP Process / Timeframe

Stakeholder engagement

Arrangements for media launch / formal public consultation process –

Diary dates set so far are the press launch on the 22 April 2009, to take place on a boat trip from Exmouth. The main public events will take place around the second week in May.

Coastal Group Finally, GS advised that, with the restructuring of Coastal Groups, the SDADCAG group is likely to merge with Cornwall and the Isles of Scilly, and run from Portland, Dorset to Hartland Point, North Devon.

Question and Answer Session

Q. Nick Lyness – stressed the need to influence the SMP process at this early stage to set the stage for future investment in coastal defence.

Q. EA – Concerned about having a May consultation period due to elections.

A. Mike Haines – this only affects County Councillors?? EA thought rules could be breached.

Rob Hooper's advice is that whilst it may be ill-advised to consult during elections, it is not illegal.

2. National Coastal Erosion Risk Mapping Project – Jonathon Rogers (Halcrow)

The stages already undertaken were summarised.

Programme of Works for 2009/10 for Halcrow

- Consider UKCP09 (new climate change guidance)
- Final model runs underway
- Public website being developed
- Reassess SMP2 in the light of NCERM (risk mapping). Highlight locations where there are implications for the preferred policies and provide an Addendum if necessary.

The final Coastal Erosion Risk Maps will be put on the public website after the SMP2 is adopted.

Question and Answer Session

Q. Richard Edmonds – Will these maps include public safety and access and will they be updated?

A. Yes. Monitoring information will be used for updates, probably on an annual basis.

Q. Will there be detailed maps with lines showing the SMP2 preferred options?

A. EA – no

Q. EA – will the SW Coast Path be shown?

A. Where lost to erosion.

Q. Mary Penfold – will there be any government compensation where the policy is not hold the line?

A. EA – No. Aidan Winder said that a fund for ‘mitigation’ was being considered.

Q. Mary Penfold – how do the SMP2 preferred options fit in with planning?

A. This data will be provided to CLG for planning purposes.

3. Proposed Preferred SMP Policy Options – Alan Frampton (Assistant Project Manager Halcrow)

Discussion of the Proposed Preferred Policy Options prior to formal stakeholder and public consultation for approximately 190 individual sections of coast across the SDADCAG area (SMP policy units). The policy unit boundaries are not set in stone and could change at the implementation stage.

A Summary of the Preferred Policies was circulated at the Forum. The final full document is likely to be 500-600 pages long and will contain the policy statements for each area. A limited number of paper copies will be printed but it will be available on the website and on CD.

Question and Answer Session

Q. When is the end date of the 20 year period?

A. 2025 (as stated in Defra Guidance)

Q. Kasa Curry – What is the situation with the Habitats Regulations Assessment (HRA) of the SMP2?

A. The Strategic Environment Assessment (SEA) is being done now and this will flag up the future HRA requirements.

Q. Issue of extensions to existing developments on the coast and any consequent coastal defence issues.

A. This will be down to local planning authorities.

There was some concern on not showing lines on maps as planners need certainty to determine planning applications.

4. Policy unit comments

The Forum split into two groups looking at the policy units for a) Dorset; b) Devon and Cornwall.

B.5 Key Stakeholders Materials

B.5.1 Introduction

Below are a series of documents that relate to the Key Stakeholder Forums that were held during the course of developing the SMP.

B.5.1.1 Invitation Letter to KSF1

12th February 2008

Dear

Shoreline Management Plan for South Devon and Dorset

The Shoreline Management Plan (SMP) for the coast between Durlston Head, near Swanage and Rame Head, near Plymouth, is currently being reviewed. The plan process, which is led by Teignbridge District Council on behalf of the South Devon and Dorset Coastal Authorities Group (SDADCAG), will help shape this section of coast over the next 100 years.

It is essential that the process adequately deals with the issues and concerns of the communities, businesses and organisations having an interest in this part of the coast and that SDADCAG and our consultants Halcrow base their work on the best information available to them.

For these reasons it is important that consultation takes place with identifiable stakeholders during the plan preparation as well as a final public consultation.

We would like to invite you to attend one of a series of events being held across the South Devon and Dorset area:

Monday 3 rd March	Woodmead Hall, Lyme Regis, Dorset
Tuesday 4 th March	Royal Dart Yacht Club, Kingswear, Devon
Wednesday 5 th March	Elizabeth Hall, Exmouth, Devon
Thursday 6 th March	National Sailing Academy, Weymouth, Dorset
Monday 10 th March	Mountbatten Water Sports Centre, Plymouth

Each of these events will be open between 16.00 and 19.30 enabling a cross section of participants to attend. A short powerpoint type presentation will be run periodically as an introduction to the SMP process but the main aspect of the event is to gather together the issues and concerns that stakeholders hold and to identify relevant data sources.

These are open events, however I would be grateful if you could indicate your preferred date and venue, via smp@teignbridge.gov.uk or on 01626 215778, so that we might better manage the logistics.

Further details of the SMP process and location maps for the five venues can be accessed at www.sdadcag.org.

We look forward to welcoming you at one of these events.

Yours sincerely,

Graeme Smith

SDADCAG – Vice Chair

The Shoreline Management Plan will assign one of the policies defined by the Department for Environment, Food and Rural Affairs (DERFA) to each section of the coast within the plan area. These policies are:

Hold the existing defence line - maintain or upgrade the level of protection provided by defences.

Advance the existing defence line - build new defences seaward of the existing line.

Managed realignment - allow retreat of the shoreline, with management to control or limit movement.

No active intervention - a decision not to invest in providing or maintaining defences.

The policies will be assigned for three time periods (epochs) 0–20 years, 20-50 years and 50 -100 years. Policies may change between time periods.

B.5.1.2 Key Stakeholders Forum 1: Stakeholder Comments Sheet

Attendees at these KSFI events were invited to provide feedback via the following form. Responses are recorded in Annex B.2 along with all other comments received from stakeholders during the development of the SMP.



Unique number «M_30»

Please use this sheet to tell us your comments, opinions or concerns about shoreline management issues.

About You

If you are already registered with the Shoreline Management Plan (SMP) process you need only fill in your name and organisation.

Your Name	
Organisation (if any)	
Email	
Telephone	
Address	
Post Code	

Your details will only be used in relation to the Shoreline Management Plan.

We may need to contact you to clarify or expand on your comments, or invite you to comment on the Shoreline Management Plan at a later stage. If you do **not** wish to be contacted about the SMP please tick here

About the location your comments relate to:

To help us record the locations more accurately please:

1. take a sticky dot,
2. write this unique number **XXX** on the sticky dot,
3. place the dot on the aerial photograph, near to where your comments relate to.

Please try not to obscure significant features on the photographs.

If you know the O.S. Grid References for the area or stretch of coast please indicate here:

From: _____ To: _____

For each different stretch of coast, please use a separate sheet and sticky dot.

Please write your comments here:

Please continue your comments overleaf

Thank you for taking the time to record your views.
Please leave your form with the officers at the event

Page 2

B.5.1.3 Key Stakeholders Forum 2: Invitation Letter

8th July 2008

Dear

Shoreline Management Plan for South Devon and Dorset

The Shoreline Management Plan (SMP) for the coast between Durlston Head, near Swanage and Rame Head, near Plymouth, is currently being reviewed. The plan process, which is led by Teignbridge District Council on behalf of the South Devon and Dorset Coastal Authorities Group (SDADCAG), will set the agreed policies used to determine shoreline defences and thus shape this length of coast over three time periods, up to the next 100 years.

You have registered with the SMP process as an interested stakeholder and we would like to take this opportunity to invite your participation at two forthcoming Key Stakeholder Forums (KSF).

Monday 28th July, 14:00 – 17:00 hrs, Harbour House, Kingsbridge, Devon

Wednesday 30th July, 14:00 – 17:00 hrs, Brownsword Hall, Poundbury, Dorset

The process has reached the stage where we have completed baseline reviews of coastal processes, thematic studies and what are known as baseline scenarios with the options of 'present management' and 'no active intervention' for our coastline. We are now entering the stage where we are defining policies to test.

The KSF's will help SDADCAG and our principal consultants, Halcrow, to establish:

- your vision(s) for the whole SMP shoreline over the next 20 years, 50 years and 100 plus years;
- any 'overriding drivers' for directing future policy and specific future policy options that you would like to see tested;
- areas of agreement and conflict;
- potential scope for compromise and acceptance of future change.

The KSF's are an integral part of the overall SMP process and the issues, data and opinions which these events will generate will be utilised in the formation of the 'preferred scenarios' which will be presented in the Autumn prior to the publication of a Draft Shoreline Management Plan for public consultation.

We would be grateful if you could confirm your attendance via smp@teignbridge.gov.uk or on 01626 215778, whereupon we will forward a short briefing paper for attendees and venue information.

We look forward to welcoming you at one of these events.

Yours sincerely,

Graeme Smith
SDADCAG –Chair

The Shoreline Management Plan will assign one of the policies defined by the Department for Environment, Food and Rural Affairs (DERFA) to each section of the coast within the plan area. These policies are:

Hold the existing defence line - maintain or upgrade the level of protection provided by defences.

Advance the existing defence line - build new defences seaward of the existing line.

Managed realignment - allow retreat of the shoreline, with management to control or limit movement.

No active intervention - a decision not to invest in providing or maintaining defences.

The policies will be assigned for three time periods (epochs) 0–20 years, 20-50 years and 50 -100 years. Policies may change between time periods.

B.5.1.4 Key Stakeholders Forum 2: Issues Raised

The KSF2 meetings raised a range of issues that were discussed during the course of the meeting. The following table records these issues and the responses to them. Further comments were provided on the issues and objectives tables presented at this round of meetings, and responses are recorded in Annex B.2 along with all other comments received from stakeholders during the course of the SMP development.

Dates Held: 28th July 2008 (Kingsbridge, Devon); 30th July 2008 (Poundbury, Dorset)

This table summarises the issues raised by stakeholders at both the Forum Events.

Issue	Response
Consultation Process	
Level of involvement of groups in the consultation process. In particular the South West Coast Path Association (SWCPA) and Slapton Line Partnership (SLP)	Both groups have been part of the process, having been consulted and approached for data and information. Their comments have been registered, and they are being kept up to date with progress of the SMP.
Importance of involving local groups as well as the Councils in the SMP	Presentations on SMP can be given to any group who would like to be involved.
Importance of involving local businesses in the SMP process	Acknowledged that the number of businesses / commercial enterprises that have registered as Stakeholders is low.
Example of stakeholder buy-in to adaptation	Policy change agreed at Mullion Harbour. With the Hold the Line policy planned for the next 20 years, thereafter it will be No Active Intervention. Acceptance of this policy change after the first epoch following extensive stakeholder engagement with fishermen and other stakeholders. Through consultation and setting out the policy approach in advance, local communities have effectively been given 20 years to adapt.
Justification for SMP2 process in terms of why it is needed and its cost implications	SMP2 uses a standard set of defence policies (provided by Defra guidance) this will result in consistent policy choices around the country. Policy decisions can now be based on a better understanding of coastal processes than was possible in SMPI.
Providing Comments	
Returning comments outside the Forum	Comments on the Draft Issues and Objectives June 2008 report and any other issues you wish to raise can be sent in over the next 2 weeks. Please send your comments via email to smp@teignbridge.gov.uk
Information on Stakeholders	
List of SMP Stakeholders	700-800 contacts have been invited to register their interest with the process, of those around 200 have registered as key stakeholders.
Data / studies used in the SMP process	
Coverage of data from stakeholders	Halcrow have 500 – 600 data items in their database. Halcrow would welcome any further data that stakeholders can supply. A list of documents will be now viewable at www.sdadcag.org.uk . Please supply further data to smp@teignbridge.gov.uk
Data used as the predictions and assumptions for climate change, and how this is being use for the later epochs (timescales)	Latest Defra guidance was produced in 2006. Any changes to the latest guidance will be taken into account in the drafting of SMP2 policies. Best scientific information available for each epoch is being used.
Coverage of information on Flood Defence structures	The SMP consultants have been separately commissioned to update the Flood Asset Register. Residual life calculations already gathered.
Future of the Exe Estuary	Detailed study of the Exe Estuary the <i>Exe Estuary Coastal Management Study</i> is due for publication in October. Its results will inform the SMP policies. (The Exe Estuary Coastal Management Study

Issue	Response
	Progress Report Interim Summary Report February 2008 is available from www.exe-estuary.org/news/InterimProgressReport.pdf)
Dawlish Warren	Dawlish Warren, Exmouth and the Inner Exe, at Powderham Banks, are all included in the <i>Exe Estuary Coastal Management Study</i> .
Sediment movement in the Teign Estuary	A proposed Teign Estuary Study aims to examine this.
Integration of SMP with other processes	
Catchment Flood Management Plan (CFMP) timescales and relationship with SMP	CFMP policy out for consultation now. South Devon maps due for completion in September. There is a dialogue between the two processes. CFMP Policy options are broader. Halcrow are looking at and reviewing the policies in the draft CFMP, with a view to ensuring they take account of wave effects within estuaries (SMP policies now include estuaries up to the tidal limits).
Local Government Review (LGR) in Devon	The SMP will be published in late Summer 2009; the LGR will not be finalised until April 2010.
Integration of land drainage impacts	SMP2 directly references Catchment Flood Management Plans (CFMPs) Coastal Erosion Mapping is being used to inform SMP policies. (Best information available to date) Direct links between the Regional Flood Defence Committees and the SMP2 committees.
Decisions on policies	
Policy decisions will require compromises between stakeholders. How will the decision be enforced?	This round of engagement meetings, and another in October, will result in a policy for each section of the coast. It is hoped that stakeholders will understand and appreciate the reasoning behind the policy in their area. The SMP is to be adopted by the local authorities, the Environment Agency (via the relevant Regional Flood Defence Committee), Natural England and agreed by Defra.
Flexibility of polices for each epoch (time period)	Policies may change from one epoch to the next. Policies would be reviewed, if for example if an areas was Hold the Line in the first epoch and No Active Intervention in the second, and it was breached in the first epoch. Depends upon the reasons for the HTL policy.
Review of SMP2 and the SMP3 timetable	Defra has not yet set a timescale for review of SMP2. Likely to be subject to some form of review in 10-15 years.
Reconciliation of conflicting interests, particularly environmental features (natural and built), which there is a statutory duty to protect, and social interests	Adaptation plans will be needed to minimise impacts on all features.
Non-statutory status of SMPs and mechanisms in place to prevent local authorities ignoring them	It is highly likely that Defra will fund only those flood defence schemes that comply with the SMP2 policy.
Impacts of the No Active Intervention (NAI) and Hold the Line (HTL) scenarios on adjacent coastline. If and how this is taken into account.	Policies for stretches of coast are assessed collectively. The impact of policies planned for one area will be considered in the choosing of policies in other sections of the coast.
Draft Issues and Objectives	
Level of transparency and openness of the process of identifying	Initial list of issues for consideration was distributed to the SMP2 Steering Group of Local Authority

Issue	Response
issues and objectives. Local communities are uncertain over process and outcomes of SMP	Officers for validation. Iterative process constantly subject to further refinement and revision. In developing the SMP2 policy, importance will be given to the following considerations: <ul style="list-style-type: none"> • technical viability • sustainability • minimal negative environmental impacts • minimal negative social impacts
Methodology for identifying issues and features (Particularly around Portland)	If there are features that should be taken into account then please let the SMP team know – this is part of the purpose of this consultation exercise.
Weight being attached to objectives identified in the draft Issues and Objectives list	Process of evaluation will be qualitative based on professional judgement rather than a formal ranking of objectives. Process will involve input from professional stakeholders and local communities.
Environmental assets were well understood, however the economic and social values were not taken account of adequately in the Draft Issues Report.	Economic assessment is done a stage later in the process.
Timescale for economic modelling	Economic modelling will be done in Stage 3 of the policy development. Process: <ul style="list-style-type: none"> • Define policy for a coastal stretch • Identify preferred scenario • Assess economic impacts / viability
Adaptation for setting back of features (e.g. built) rather than defending	It may be more sustainable to change a policy from Hold the Line to Managed Realignment, but there is a need to move some assets back gradually and allow time for community adaptation.
Next stage of SMP process	The next stage is to test the policy scenarios, such as HTL or NAI, and the implications that will have on adjacent coast.
Dealing with the parochial nature of stakeholder input	An holistic approach is the guiding principle for the SMP process. The SMP team's role is to take everyone's views locally and come up with a policy which makes strategic sense.
Compensation for landowners of eroding land where No Active Intervention is the policy	No method of compensation. Some areas will be accreting (gaining) land.
Road link to Portland	SMP2 is trying to address issues relating to the road. A strategy is needed to manage the beach, but we must ensure that the SMP2 policy is right. Defences currently only protect against a 1 in 10 year event. In the long term defence is not sustainable. Key issue is with regards Natural England's views about management of Chesil Beach.
Area specific issues	
Natural England's policy on Dawlish Warren in relation to the Railway	Network Rail have a duty to continue to maintain the existing railway line. Natural England's views about management is to allow natural processes. 'Imperative Reasons of Over-riding Public Interest' may determine the course of action with regards, for example the railway line.
Particularly concerned about features around the Portland	If there are features that should be taken into account then please let the SMP team know – this is the

Issue	Response
Harbour area, between Ferrybridge and the mainland at Portland, which had not been taken into account.	purpose of this consultation exercise.
Funding of SMP and coastal defence	
Source of funding for coastal defence work	Funds for defence schemes will come from the 'public purse' i.e. taxation.
Limited availability of public funds has the potential to cause a bidding war between individual defence schemes	Individual schemes are assessed against national guidelines to establish priority and cost benefits.
Prejudicial interests of Defra in setting the policy options because they will be called on to fund schemes	Policy guides the delivery of schemes rather than prejudices them.
Other issues	
Concerns that Defra are trying to control local decision making on coastal defence	SMP2 is responsible for setting the strategic policy on coastal defence, while the Local Authorities assess what specific defences may be built to protect a specific local area. Local Authorities lead the determination of policies for their own area.
There is no statutory duty to protect land or property etc. Coastal local authorities have discretionary powers to undertake coast protect work	Discretionary powers are delegated under the Coast Protection Act 1949. Although SMP now covers estuaries up to the tidal limits, the Coast Protection Act does not always extend this far up an estuary.

B.5.1.5 Key Stakeholders Forum 3: Invitation & Agenda Letter

4th November 2008

Dear Registered Stakeholder

Shoreline Management Plan for South Devon and Dorset

The Shoreline Management Plan (SMP) for the coast between Durlston Head, near Swanage and Rame Head, near Plymouth, is currently being reviewed. The plan process, which is led by Teignbridge District Council on behalf of the South Devon and Dorset Coastal Authorities Group (SDADCAG), will set the agreed policies used to determine shoreline defences and thus shape this length of coast over three time periods, up to the next 100 years.

You have registered with the SMP process as an interested stakeholder and we would like to take this opportunity to invite your participation in a series of forthcoming Key Stakeholder Forums. These have been arranged for:

Tuesday 18th November, Riverside Centre, Exeter

Thursday 20th November, Tamar Science Park, Plymouth

Friday 21st November, Harbour House, Kingsbridge

Monday 24th November, Woodmead Hall, Lyme Regis

Tuesday 25th November, Ocean Room, Pavilion Theatre, Weymouth

There is a common format for all the events whereby presentations and small group discussions are held in the late afternoon and repeated in the early evening at each venue. This is organised to enable as wide a range of participation as is practicable. The events will focus on the sections of coastline closest to the venue locations, however information covering the whole SMP area will be available at each event so that stakeholders who cannot attend their closest venue have an option to participate at any of the five Fora.

The events are free and open to all. To manage numbers efficiently and to comply with venue constraints entrance is by reservation and free ticket. I would be grateful if you could confirm your preferred date and venue, together with whether you will attend the late afternoon or early evening sessions, via smp@teignbridge.gov.uk or on 01626 215778. We will then send you confirmation and venue information/directions to bring along on the day.

Common Format

15:30 Event opens

16:00 Introductory presentations

Graeme Smith – Chair SDADCAG

Update of process, Stakeholder engagement, Timeframes

Alan Frampton / Jonathon Rogers – Halcrow (Principal SMP Consultants)

Technically Feasible Options – Introduction and methodology

16:30 Smaller Group discussions of the Technically Feasible Options and alternative Scenarios for approximately 170 individual sections of open and estuarine coast across the SDADCAG area (possible policy units).

18:00 Introductory presentations

As above

18:30 Smaller group discussions

As above

20:00 Event closes

The Exeter event is also being used to publish the recent Exe Estuary Coastal Management Study as this has been written to directly inform the development of the SMP options and policies for the Study area.

This is the third round of Key Stakeholder Forum events and they are a key part of the SMP process. The issues, data and opinions which were recorded from the previous events have helped formulate the Technically Feasible Options and Management Units which will be presented this month. The Fora and smaller group discussions are intended to refine the options to enable the production of the Draft Shoreline Management Plan for formal public consultation in the Spring.

This is a key stage in the SMP process and on behalf of all the Coastal Authorities we look forward to welcoming you at one of these events.

Yours sincerely,

Graeme Smith
SDADCAG –Chair

The Shoreline Management Plan will assign one of the policies defined by the Department for Environment, Food and Rural Affairs (DEFRA) to each section of the coast within the plan area. These policies are:

Hold the existing defence line - maintain or upgrade the level of protection provided by defences.

Advance the existing defence line - build new defences seaward of the existing line.

Managed realignment - allow retreat of the shoreline, with management to control or limit movement.

No active intervention - a decision not to invest in providing or maintaining defences.

The policies will be assigned for three time periods (epochs) 0–20 years, 20-50 years and 50 -100 years. Policies may change between time periods

B.5.1.6 Key Stakeholder Forum 3: Stakeholders Comment Sheet

Attendees at these KSF3 events were invited to provide feedback via the following form.



NOVEMBER 2008 Key Stakeholder Fora

Please use this sheet to tell us your comments, opinions or concerns about shoreline management issues.

About You

If you are already registered with the Shoreline Management Plan (SMP) process you need only fill in your name and organisation.

Your Name	
Organisation (if any)	
Email	
Telephone	
Address	
Post Code	

Your details will only be used in relation to the Shoreline Management Plan.

We may need to contact you to clarify or expand on your comments, or invite you to comment on the Shoreline Management Plan at a later stage. If you do **not** wish to be contacted about the SMP please tick here

About the location your comments relate to

Name of Process Unit	Policy Unit number	Comments

Thank you for taking the time to record your views.
Please leave your form with the officers at the event

B.5.1.7 Key Stakeholder Forum 3: Comments Received

Formal responses as a result of the KSF3 events were received from 31 stakeholders. The responses in some cases were extremely detailed. These have not been included here, but rather summarised to the key points relating to the policy options considered along with other comments received from others including the elected members and members of the South Devon & Dorset Advisory Group, which are presented together in **Annex B.3**.

B.6 Consultation Report

B.6.1 Introduction

Consultation with stakeholders (i.e. Client Steering Group, Elected Members, and other Stakeholders and other stakeholders) has occurred throughout the development of the South Devon and Dorset Shoreline Management Plan (SMP). Stakeholder membership lists and the full programme of stakeholder engagement can be found in Sections B.2 to B.5 of this present Appendix.

The Consultation Report describes the public consultation process undertaken to inform the public of the SMP and to give the public an opportunity to comment on the SMP policies. The consultation report describes both the approach to public consultation as well as feedback from this process.

Public Consultation took place between the 22nd April 2009 and the 24th July 2009.

B.6.2 Public Consultation Methodology

The public consultation methodology was agreed at the CSG meeting held on 12th March 2009 in Exminster. After discussing the various approaches that could be adopted, the Client Steering Group (CSG) agreed the appropriate consultation approach and agreed dates. The CSG agreed the format and content of all consultation materials.

Approaches adopted are discussed below and include:

- the use of the South Devon & Dorset Coastal Advisory Group website;
- press notices;
- press briefings;
- letters to the all those registered on the stakeholder database;
- summary leaflets;
- exhibition boards;
- hard copies of the SMP documents;
- CD-ROMs of the SMP documents;
- consultation response forms; and
- public exhibitions and stakeholder meetings.

B.6.2.1 Website

A page on the website of the South Devon & Dorset Coastal Advisory Group Website (<http://www.sdadcag.org>) was devoted to the public consultation of the Shoreline Management Plan. Coast and Countryside Projects Ltd acted as administrators for this. The full consultation document, including all appendices and maps, was available in electronic format on the website. Halcrow and Teignbridge District Council (the lead authority) produced a consultation response form which was available to download or complete on online. The CSG agreed that the consultation form should be similar to that used in previous SMPs with sections for name, contact details etc. A copy of the consultation response form is provided below.

SMP CONSULTATION RESPONSE FORM

Your views *and* comments will play an important part in the development of the SMP for the South Devon and Dorset coastline and estuaries.

Contact details – Comments received may be incorporated into the SMP although personal details will not be published but may be kept on file.



1. **Name** (and organisation if relevant)

2. **Contact details** (address, telephone number, email)

3. **What is the main reason for your interest in the South Devon and Dorset Shoreline Management Plan?**

Resident within the Shoreline Management Plan area – postcode:

Landowner within the Shoreline Management Plan area – postcode:

Represent groups or organisations that are involved (please specify):

Other (please specify):

4. **Which Policy Unit** are you commenting on? (e.g. 6c13 etc).

5. **Do you agree or disagree with the policies presented for this Unit,**

In the short term period

Agree

Disagree

In the **Medium** term period

Agree

Disagree

In the long term period

Agree

Disagree

6. Please tell us your reasons behind the answers to Q5.
(If necessary, please continue on a separate sheet and feel free to attach any supporting information to this form)

7. How useful have you found the draft SMP and supporting documents and materials presented as part of this consultation?

	Public Exhibition	SDADCAG website
5 (very helpful)	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input type="checkbox"/>
2	<input type="checkbox"/>	<input type="checkbox"/>
1 (not helpful at all)	<input type="checkbox"/>	<input type="checkbox"/>

Any other comments:

8. Are you happy for your contact details given above to be used to keep you informed of future progress of this SMP and for future similar coastal management initiatives?

Yes No

If you have any comments on the South Devon and Dorset SMP, please complete this form and either return it during one of the public exhibitions, or
by post to: **SMP Consultation, Estuaries and Coastal Team, Teignbridge District Council, Forde House, Brunel Road, Newton Abbot, Devon TQ12 4XX**
or by email to: smp@teignbridge.gov.uk by the 24th July 2009.
An electronic version of the form can also be found at www.sdadcag.org which can be submitted direct via email.

Thank you for taking the time to participate in the SMP consultation process.

B.6.2.2 Press Notices/Press Briefings

Teignbridge District Council was responsible for drafting and placing the press notices in local newspapers and council magazines. A press briefing was organised by the Lead Authority and the Environment Agency to launch the public consultation.

B.6.2.3 Letters to all registered stakeholders

A standard letter was drafted by Teignbridge District Council and sent out to all stakeholders who had registered with the SMP over the course of its development, along with consultation response forms and consultation summary leaflets, to promote the shoreline management plan, highlight the start of consultation, deliver consultation information and invite affected parties to prompt meetings.

B.6.2.4 Summary leaflets

A summary A3 folded leaflet was produced in colour to cover the South Devon & Dorset SMP. The leaflet was developed by Halcrow and Teignbridge District Council. The CSG reviewed and agreed the draft text and format before the leaflets were finalised. Rather than the leaflet dealing with specific policies for each section of coast, the contained information about the broad aims of the SMP policies along lengthier sections of coast and the key implications and challenges that these could bring to local communities and the environment.

Approximately 5000 copies of the leaflet were distributed to each Local Authority and the Environment Agency. Leaflets were placed in Local Authority offices, Environment Agency offices and local libraries. Consultation leaflets were also mailed directly to all stakeholders who had registered with the SMP during the development of the Plan to that time.

B.6.2.5 Exhibition boards

A series of 6 exhibition boards were prepared by Halcrow and agreed with the CSG. These posters contained information about what an SMP is and why it is needed, how the SMP has been developed, the 4 policy options available, maps showing where individual policy units are located along the SMP frontage, and details of where further information can be found and how feedback can be given.

B.6.2.5 Hard and CD-ROM copies of the Draft SMP Document

45 printed versions of the consultation document were distributed among the members of the South Devon & Dorset Coastal Advisory Group, with documents available for both each member organisation to review as well as make copies available to members of the public at the offices of each member.

Due to the size of the main consultation document (about 500 pages) it was decided that the most appropriate way of providing the supporting information in the various appendices was to include this on a CD-ROM included on the inside front-cover of the draft document. The CD-ROM provided also included an electronic version of the main document and was developed to be similar in format to the version made available via the South Devon & Dorset Coastal Advisory Group website.

B.6.2.5 Public exhibitions and stakeholder meetings

A series of 5 public exhibitions were held in June 2009 to publicise the SMP consultation and allow stakeholders and members of the public to come and ask questions/find out more information about the SMP and the draft policies. Public exhibitions were held at the following locations:

- 3rd June 2009 at Bridport Leisure Centre;
- 4th June 2009 at Teignmouth Sailing Club;
- 5th June 2009 at Harbour House, Kingsbridge;
- 8th June 2009 at University of Plymouth; and
- 11th June 2009 at Weymouth Library.

These events were held about 6 weeks after the launch of the public consultation in order to allow people to review the documents before attending and so come along with more prepared questions.

In addition to the public exhibitions, a number of public meetings were held to discuss issues at specific locations.

B.6.2.6 Co-ordination of responses

E-mails, consultation response forms and written responses were directed to Teignbridge District Council (TDC). A designated email address was set up solely for consultation responses for the SMP (smp@teignbridge.gov.uk).

TDC forwarded the consultation responses to Halcrow to collate and review. Stakeholder responses received a standard reply from TDC acknowledging the response. This reply was sent in e-mail or letter format with consistent format and text.

B.7 Consultation Responses

B.7.1 Form of Responses

Responses were received from over 120 residents, businesses, Parish Councils and other organisations. Responses were received in a variety of forms:

- letters;
- consultation response forms (hand written and electronic); and
- e-mails.

B.7.2 Method of Analysis

All comments and responses received were recorded as detailed below:

- upon receipt by Teignbridge District Council, each response was given a unique reference number;
- details of each response were entered into a Consultation Response Register by Halcrow (e.g. date, name, contact details, area of interest, comment and if any revision may be required);
- responses were categorised into the following themes – general comments about the SMP; comments about the mapping contained in the SMP; Comments about the main document; Comments about specific Appendices; and comments relating to specific areas/policy statements; and
- each comment was considered and actions required noted against each.

B.7.3 Responses

The comments made in each response were recorded against the response themes referred to in section B7.2. Annex B.4 summarises the key/pertinent points of each of the responses received and how each comment has been dealt with to produce the final SMP document.

Annex B.1 – List of all Invited Stakeholders

The following lists all those stakeholders invited to participate in the SMP process as part of the Initial Stakeholder Engagement.

- Abbotsbury Parish Council
- Action Field Camping Site
- Agenda 21 Group
- Anthony Parish Council
- Ashprington Parish Council
- Associated British Ports - Teignmouth
- Associated British Ports Plymouth
- Association of British Insurers
- Astra Zeneca
- Aune Conservation Association
- Aveton Gifford Parish Council
- Avon Oysters
- Avon Riparian Owners
- Axe Cliff Golf Club
- Axe Farm Camp Site
- Axe Yacht Club
- Axmouth Harbour Management Co. Ltd.
- Axmouth Parish Council
- Bantham Sailing Club
- BASC
- Bass Sea Anglers Sportfishing Society (BASS)
- Beer Parish Council
- Beer Sailing Club
- BEM
- Bere Ferrers Parish Council
- Berry Pomeroy Parish Council
- Bickleigh Parish Council
- Bigbury Golf Course
- Bigbury Parish Council
- Bishopsteignton Parish Council
- Blackpool & Start Estate
- Boat Owners Association Teignmouth (BOAT)
- Botus Fleming Parish Council
- Bournemouth University
- BP Exploration
- Branscombe Parish Council
- Bridport Town Council
- Brigantine Chandlery
- Bridport and West Dorset Golf Club
- British Archaeological Trust
- British Canoe Union (SW Regional Office)
- British Geological Survey
- British Marine Aggregate Producers' Association
- British Marine Federation
- British Telecom
- British Trust for Conservation Volunteers
- British Trust for Ornithology
- Brittany Ferries
- Brixham Amenity Society & Residents Assoc
- Brixham Environmental Laboratory
- Brixham Trawler Agents
- Brixham Yacht Club
- Brixton Parish Council
- Broadsands & Elbury Residents Association
- BSAC (Plymouth)
- Buckland Monachorum Parish Council
- Buckland Tout Saints Parish Council
- Budleigh Salterton Town Council
- Burton Bradstock Parish Council
- C Humphrey Boat builders
- Calstock Parish Council
- Canoe Adventures Ltd
- Caradon District Council
- Carrick District Council
- Cattewater Harbour Commissioners
- CEFAS
- Chaldon Herring Parish Council
- Char Valley Parish Council
- Charleton Parish Council
- Charmouth Heritage Coast Centre
- Charmouth Parish Council
- Chesil Bank and The Fleet Nature Reserve
- Chesil Bank Parish Council
- Chesil Beach Holiday Village
- Chickerell Town Council
- Chideock Parish Council
- Chivelstone Parish Council
- Chris Clarence Marine
- Churchstow Parish Council
- Churston Golf Course
- Clinton Devon Estates
- Clyst ST George Parish Council
- Collaton St Mary Resident's Association
- Combpyne Rousdon Parish Council
- Commercial Marine Ltd
- Communities and Local Government
- Confederation of British Industries
- Conservative Party
- Cookworthy Museum
- Coombe Cellars
- Corfe Castle Parish Council
- Cornwall County Council
- Cornworthy Parish Council
- Council for the Protection of Rural England
- Country Land and Business Association
- Country Landowners Association
- CPRE Devon
- Crown Estate
- Dart Estuary Environmental Management
- Dart Harbour & Navigation Authority
- Dart Princess
- Dart Totnes Amateur Rowing Club

- Dart Valley Railways PLC
- Dartmouth Town Council
- Dawlish Town Council
- DAWN
- Defence Estate Operations South
- Defence Estates
- Defence Estates - South West
- Defence Estates Organisation (Lands)
- Defence Training Estates
- Defra
- Defra
- Department for Culture Media & Sport
- Department for Transport
- Department of Palaeontology
- Design Team, Planning and Regeneration
- Devon & Cornwall Police Authority
- Devon Biodiversity Research Centre
- Devon Bird Watching and Preservation Society
- Devon Bird watching & Preservation
- Devon Coastal Environmental Research Forum
- Devon Conservation Forum
- Devon County Council
- Devon Powerboat training
- Devon RIGS Group
- Devon Rural Network
- Devon Sea Fisheries Committee
- Devon Valley Holiday Village
- Devon Wildfowlers Association
- Devon Wildlife Trust
- Discovery Surf School,
- Dittisham Parish Council
- Divers Down
- Diving and Sailing Centre
- DML
- Dorset Area of Outstanding Natural Beauty
- Dorset Coast Forum
- Dorset County Council
- Dorset Fossil Collectors
- Dorset Natural History and Archaeological Society
- Dorset Police
- Dorset Wildlife Trust
- Dorset's Important Geological Sites Group (DIGS)
- Duchy of Cornwall
- East Devon District Council
- East Devon Fishermen's Association
- East Devon Golf Club
- East Fleet Farm Touring Park
- East Lulworth Parish Council
- East Portlemouth Parish Council
- Encombe Estate
- English Heritage
- Entec UK Ltd
- Environment Agency
- Ermington Parish Council
- Evans Estate
- Ewan Group plc.
- Exe Estuary Management Partnership
- Exe Power Boat & Ski Club
- Exe Sailing Club
- Exeter City Council
- Exminster Parish Council
- Exmouth Marina
- Exmouth Town Council
- Federation of Small Businesses
- Field Studies Council
- Finding Sanctuary Project
- Fleet Parish Council
- Forestry Commission - SW Region
- Foxcove Scout Camp Site
- Freshwater Beach Holiday Park
- Friends of the Earth
- Frogmore & Sherford Parish Council
- Furzedown Farm
- FWAG Devon
- Galampton Residents Association
- Government Office for the South West
- Greenpeace
- Haccombe-with-Combe Parish Council
- Hanson Aggregates
- Haven and British Holidays
- Herald Express - Teignmouth Talk Page
- Higher Brixham Community Association
- Higher Foxhole
- Highways Agency
- HM Coastguard
- Holbeton Parish Council
- Howard Marine Ltd
- Independent Consultant
- Individual interests - 54 entries
- Institute of Marine Studies
- International Paints Ltd
- Invest in Fish
- Island Cruising Club
- JC & RH Palmer Ltd
- Joint Nature Conservation Committee
- Kenton Parish Council
- Kimmeridge Parish meeting
- Kingsbridge & District Pigeon Shoot
- Kingsbridge & District Sea Anglers
- Kingsbridge Town Council
- Kingscliffe Property Co.
- Kingsteignton Parish Council
- Kingston Parish Council
- Kingswear Parish Council
- Kitley Estate
- Knight Frank
- Labour Party
- Ladram Bay Holiday Park

- Landrake with St Erney Parish Council
- Landulph Parish Council
- Langton Matravers Parish Council
- Liberal Democrats
- Limosa Farms Ltd
- Living Coasts - Torquay
- Local Historian - Shaldon & River Teign
- Loddiswell Parish Council
- Longmeadow Farm
- Lower Chelston Residents' Association
- Lulworth Estate
- Lyme Bay & South Devon Coastal Group
- Lyme Regis Fishermen's Association
- Lyme Regis Golf Club
- Lyme Regis Town Council
- Lymptstone Parish Council
- Lymptstone Society
- Lynton and Lynmouth Town Council
- Maidencombe Residents' Association
- Maker with Rame PC
- Malborough Parish Council
- Marine & Fisheries Agency
- Marine Conservation Society
- Marine Current Turbines Ltd
- Marine Fisheries Agency
- Marine South West
- Mariners
- Maritime and Coastguard Agency
- Maritime Plymouth
- Mayflower Sailing Club
- Met Office
- Michelmore Hughes
- Millbrook Lake Mooring Association
- Millbrook Parish Council
- Ministry of Defence
- Ministry of Defence Police
- MOD Lulworth Ranges
- Modbury Parish Council
- Moonfleet Manor Hotel
- National Coastwatch Institution
- National Farmers Union - South West
- National Federation of Sea Anglers
- National Hydrographic Office
- National Marine Aquarium
- National Trust
- Natural England
- Network Rail
- Newton & Noss Parish Council
- Newton & Noss Regatta Committee
- Newton Abbot LSG, Devon County Council
- Newton Abbot Racecourse
- Newton Abbot Town Council
- Osmington Mills Holidays
- Osmington Parish Council
- Otterton Parish Council
- Owermoigne Parish Council
- Paignton Sailing Club
- Passage House Hotel
- PGL Osmington Bay
- Pike Ward Ltd
- Pillaton Parish Council
- Pilotage & Marine Service Teignmouth Ltd
- Plymouth Amateur Rowing Club
- Plymouth City Council
- Plymouth Federation of Sea Anglers (PFSAC)
- Plymouth Marine Laboratory
- Plymouth Marine Sciences Partnership
- Plymouth Port Health Authority
- Port of Plymouth Canoeing Association
- Portland Harbour Authority Limited
- Portland Town Council
- Powderham Parish Council
- PPSA
- Princess Yachts International
- Puncknowle and Swyre Parish Council
- Purbeck District Council
- Purbeck Heritage Committee
- Purbeck Marine Wildlife Reserve
- Quay West
- Queen's Harbour Master
- Radipole Lake Nature Reserve (RSPB)
- Ramblers' Association
- Regen SW
- Ringmore Parish Council
- Ringstead Estate
- River Exe Shellfish Farms
- River Teign Bait Collectors Association
- River Teign Shellfish
- River Yealm & District Association
- River Yealm Harbour Authority
- Riviera Water Sports
- RNLI
- Royal Dart Yacht Club
- Royal Haskoning
- Royal National Lifeboat Institute
- Royal Society for the Protection of Birds
- Royal Torbay Yacht Club,
- Royal Yachting Association
- Sailport Plc, Mayflower Marina
- Salcombe & District Sea Anglers Assn.
- Salcombe & Kingsbridge Estuary Assn
- Salcombe Museum Society
- Salcombe Shell fishermen Association
- Salcombe Town Council
- Salcombe Yacht Club
- Saltash Sailing Club
- Saltash Town Council
- SEOES - University of Plymouth
- Scott Wilson
- Sea Anglers Conservation
- Sea Barn Farm
- Sea Shanty Restaurant and Tea Rooms

- Seafish
- Seaton Town Council
- Seaton Tramway
- Shaldon Boat Owners & Moorings Association
- Shaldon Parish Council
- Shellfish Association of Great Britain
- Sheviocck Parish Council
- Sidmouth Town Council
- Sir Alistair Hardy Foundation
- Slapton Parish Council
- Small Farms Association
- Smedmore Estate - Kimmeridge Bay
- Solent Forum
- South Devon & Channel Shell fishermen
- South Devon & Dorset Coastal Authorities Group
- South Devon AONB
- South Devon Marine
- South Devon Ramblers
- South Devon Water Sports Club
- South Devon Waterski Club
- South Hams District Council
- South Hams Ramblers
- South Hams Society
- South Huish Parish Council
- South Milton Parish Council
- South Pool Parish Council
- South West Coast Path Association
- South West Federation of Sea Anglers
- South West Renewable Energy Agency
- South West Tourism
- South West Water Ltd
- South Western Fish Producers' Organisation Ltd
- Southern Seas Fishery Committee
- Sport England - SW
- St Germans Parish Council
- St. Dominic Parish Council
- Staddon Heights Golf Course
- Stanton St Gabriel Parish Council
- Starcross Parish Council
- Starcross Yacht Club
- Steeple Parish Council
- Stoke Fleming Coast Estate
- Stoke Fleming Parish Council
- Stoke Gabriel Parish Council
- Stokeinteignhead Parish Council
- Stokenham Parish Council
- Stratton & Holborow for Blackpool Sands/Start
- Stratton & Holborow for Strete Estate
- Strete Parish Council
- Strete Coast Estate
- Sutton Harbour Company
- SW Regional Assembly
- SW of England Regional Development Agency
- Swanage Town Council
- Symondsburry Parish Council
- Tamar Estuaries Consultation Forum (TECF)
- Tamar Valley AONB
- Tamar Valley Protection Society
- Teign Corinthian Yacht Club
- Teign Diving Centre
- Teign Estuary Partnership
- Teign Fishermen and Watermans Association
- Teign Musselmens Society
- Teign Rowing Club
- Teignbridge Canoe Club
- Teignbridge District Council
- Teignfield Caravan Park
- Teignmouth & Dawlish Ramblers
- Teignmouth Harbour Commission
- Teignmouth Harbour Consultative Body
- Teignmouth News
- Teignmouth Town Council
- Tenant Farmers Association
- The Civic Trust
- The Crown Estate
- The Fleet Oyster Farm / The Crabhouse Café
- The Geological Society
- The Institution of Civil Engineers
- The National Trust
- The Nautical Archaeology Society
- The Royal Plymouth Corinthian Yacht Club
- The Seahorse Trust
- The Wildlife Trusts
- Thurlestone Golf Club
- Thurlestone Parish Council
- Torbay British Sub Aqua Club
- Torbay Coast & Countryside Trust
- Torbay Council
- Torbay CZM Strategy
- Torbay Development Agency
- Torbay Harbour Liaison Forum
- Torpoint Town Council
- Torquay & Brixham Marinas
- Torquay Golf Club
- Torquay Windsurfing Centre
- Totemplant Ltd / Cove Holiday Park
- Totnes Town Council
- Trail Recycled Art in Landscape (T.R.A.I.L)
- Trinity Sailing Club
- Tyneham Parish Council
- UK Independence Party
- United Kingdom Atomic Energy Agency (UKAEA)
- University of Exeter
- University of Liverpool
- University of Plymouth

- University of Portsmouth
- Uplyme Parish Council,
- Venture Sports
- Warren Golf Cub
- Waterside Holiday Park
- Wear Farm
- WEBS recorder
- Wembury Parish Council
- Wembury VMCA Advisory Group
- Wessex Archaeology
- Wessex Water
- West Alvington Parish Council
- West Dorset District Council
- West Lulworth Parish Council
- Westaway Sails
- Western Power Distribution
- Weymouth & Portland Borough Council
- Weymouth & Portland National Sailing Academy
- Weymouth Harbour
- Winkleigh Society
- Winters Marine Ltd
- Woodbury Parish Council
- Woodland Trust
- World Wide Fund for Nature
- Worth Matravers Parish Council
- Yealm Ferry
- Yealm Gig Rowing Club
- Yealm Yacht Club
- Yealmpton Agricultural Association
- Yealmpton Parish Council

Annex B.2 – Stakeholder Comments during SMP Development

The following presents the comments provided by stakeholders as part of the Initial Stakeholder Engagement, as well as during the development of the SMP. Actions and responses to these comments are also presented.

Name/Position <i>(NB: individual contributors names & positions not published for consultation draft)</i>				Organisation	Affected by erosion	Main Issues	Future Management	Defences Impact?	Defences Changes?	Responses to Comments
				Clinton Devon Estates	As landowners, we have an interest in the coastline and River Otter estuary. We have generally taken the view to leave nature to take its course but have concerns over the River Otter estuary.	River Otter estuary				-
				Wessex Water	Potentially we are at risk from both, although coastal flooding is the more significant issue. We have a number of sewerage assets which discharge to the sea and are typically on low lying land so could become inundated by seawater.	Just like to keep involved in the process so that we can adapt and / or assist the management.				-
				Salcombe Museum Society	no risk			no	no	-
				Dorset Coast Forum	Represent many organisations (140) & bring together a view	Any affecting environment, economy & people.	Dorset Coast Forum has electronic data available but would need preliminary discussion.			-
				Dorset Police	Yes, in that we become involved in warning & evacuation operations.	No input to give.	Only those set within local policing plans.	No	No	-
				Char Valley Parish Council	Char Valley Parish Council has coast line at Stanton St Gabriel					-
				Evans Estate	No					-
					The Yacht Club have long term maps/charts of the sand bar etc. I will also contact the Harbour Authority and Parish Council.					-
				Bovington & Lulworth Training Areas	No		None	No	No	-
				Torquay Golf Club	No					-
				Bournemouth University	No.	One of the key issues is the way in which the changing coast will affect coastal communities. The resilience of the coast is often considered, but not the resilience of coastal communities to adapt to change.				-
				Gallois Geological Consultancy		My particular interest is the geology of the World Heritage Site (Exmouth to Swanage) and landslide and other coastal-erosion related features. As a former manager of the				-

Name/Position <i>(NB: individual contributors names & positions not published for consultation draft)</i>				Organisation	Affected by erosion	Main Issues	Future Management	Defences Impact?	Defences Changes?	Responses to Comments
						British Geological Survey (BGS) regional office in Exeter (which closed in March 2008)				
				School of Geography, University of Plymouth	Data - Coastal studies mostly by post-grad students on the Erme, Avon, Slapton, Salcombe, Teignmouth - some published, some in progress					-
				Exe Power Boat & Ski Club	Rising sea levels - premises on Exmouth Harbour Dockside					-
				The Crown Estate	The crown estate owns significant areas of foreshore between MLW & HHW & could be affected. The crown estate also own the sea bed out to 12 nautical miles.	Joined up thinking / an overall approach	To conserve, enhance & run a commercial operation			-
				Stoke Gabriel Parish Council	No					-
				Hacombe-with-Combe Parish Council	No	None	None	No	No	-
				Babcock Marine		Babcock Marine have an economic interest in that they manufacture concrete blocks on contract to the MOD, for maintenance of the breakwater.				-
				Salcombe & District Sea Anglers Assn.	We are primarily a boast fishing club in Salcombe Harbour & fishing up to five miles offshore. Coastal flooding & erosion have no impact on our organisation.					-
				Defence Training Estates	No	I am required on behalf of the Secretary of State for Defence, to ensure that Military Training is facilitated at Wyke Regis, Chickerell, Straight Point at Exmouth and Tregontle.	No specific aspirations for change	None	No	-
				Natural England	PLEASE NOTE THAT CHRIS DAVIS in our Renslade House office, Exeter will lead on coordinating Natural England's input to this review. I am likely to have a role supporting Chris and so would appreciate being kept on your database. Natural England is affected					-
				Axmouth Parish	We are a village on the Axe	T B A	T B A	T B A	T B A	-

Name/Position <i>(NB: individual contributors names & positions not published for consultation draft)</i>				Organisation	Affected by erosion	Main Issues	Future Management	Defences Impact?	Defences Changes?	Responses to Comments
				Council	estuary parts of which could be affected by flooding. We also have a small harbour with yacht club.					
				Devon & Cornwall Police Authority	as an organisation we would have a responsibility for validating the planned police response to any emergency					-
				Dorset County Council Emergency Planning	Yes - as emergency planners both of the above can impact our service & require a response e.g. Portland Floods, Cliff falls & Golden Cap	Coastal flooding and landslides				-
				South Devon & Channel Shell fishermen's Association	COMMENTS FROM NOV 2008 KSF: Berry Head to Start Point (12.1-12.9) OK. (13.1-13.6) We have serious issues with 13.5. 50 to 100. MR. Start Point to Rame Head (14.1 to 14.8) OK.					-
				Marine & Fisheries Agency	Indirectly, in that works below Mean High Water Springs generally require a FEPA (Food & Environmental Protection Act) licence which we oversee.					-
				University of Plymouth		UoP student surveys of estuaries from Lynher to Exe, recording intertidal hulks. Plus recording on Mothecombe Beach of a Dark Age site. Of particular interest are 'ships graveyards' in Hoo Lake, Tosnos Point (Kingsbridge Estuary) and Topsham (Exe Estuary)				-
				Loddiswell Parish Council	no	Keep footpaths & amenities going	None	No	No	-
				Langton Matravers Parish Council	Erosion - minimal cliff falls very occasionally	We are satisfied with present arrangements	None	No	No	-
				Totemplant Ltd / Cove Holiday Park	Probably not, we operate a holiday caravan park set high but well back from the water's edge.					-
				British Assn for Shooting and Conservation	The management of habitat conservation and the harvesting of wildfowl	The management of habitat conservation and the harvesting of wildfowl				-
				Yealmpton Parish Council	No	We do not have any coastline within the parish	None	No	No	-
				Churchstow Parish Council	No	Slapton line kept open		No		-

Name/Position <i>(NB: individual contributors names & positions not published for consultation draft)</i>				Organisation	Affected by erosion	Main Issues	Future Management	Defences Impact?	Defences Changes?	Responses to Comments
				Cornworthy Parish Council	not yet	flooding				-
					I have no organisation but am busy researching William Smith's successful activities in saving the coasts of Norfolk and Suffolk from coastal erosion 1801 onwards...					-
				Bigbury Parish Council	Cliff at Bigbury on Sea is being eroded in parts.					-
				South Huish Parish Council			We are in consultation with the NT re Thurlestone sands			-
				East Devon Fishermen's Association	As fishermen any change at sea or coast affects us.		Maintain the status quo.			-
				British Trust for Ornithology		B.T.O. objective is to gather information on bird numbers & trend so they can be used in management decisions				-
				Dart Harbour & Navigation Authority	No			Yes	No	-
				Lyme Regis Town Council	Seven Rock Point to Westward is badly eroded					-
				Ringmore Parish Council	None known	To retain its natural beauty	No objectives have been set	No	No	-
				Country Land & Business Association	members are yes					-
				Aune Conservation Association	COMMENTS FROM NOV 2008 KSF: Avon Estuary (15). Erosion and infilling of Bantham Harbour is now known to come from an ingress of sand from seaward of the entrance. Work conducted by Plymouth University and the Plymouth Marine Laboratory for the ACA and rep					Comments and information from the 2007 report used to develop the processes understanding.
				University of Portsmouth	Yes - but we are located in Portsmouth well outside of your SMP area.	Conservation of habitats & earth science features (geomorphology and geology) probably did not figure sufficiently within the first generation SMP and I would like these important qualities receive due consideration. Development of the necessary understand	Development of appropriate geomorphological & coastal process understanding. Conservation of geomorphology (landforms and processes in active condition). Inclusion of strong coastal habitat management considerations. Special interest in Chesil Beach and c	Reclamations & construction of defences in some of the estuaries have reduced areas of intertidal mud and salt marsh and would prevent natural landward migration of intertidal habitats in response to future sea-level rise. This would be likely to intensify	Managed realignment of defences within estuaries to permit intertidal habitats to migrate landward. Possibly need to set aside land now and regulate development on land that could in future be used for creation of intertidal habitats. Many estuaries are b	Comments considered in both processes understanding and in developing policy options.

Name/Position <i>(NB: individual contributors names & positions not published for consultation draft)</i>				Organisation	Affected by erosion	Main Issues	Future Management	Defences Impact?	Defences Changes?	Responses to Comments
				Galmpton Residents Association		Protection of Broadsands and Elbury Cove from further development marring the remaining natural coast and landscape. Renatuarlisation of Broadsands wetland behind the beach. Establishment of a Railway Halt for Broadsands Beach and Blue Waters Drive/Churston	Prevent further development on open country/fields/undeveloped coastal sites Public Access in tune with environment. Conservation of the Dart Estuary and Broadsands as Galmpton Village has views both ways.	The longshore drift from Teignmouth to Dawlish has scoured the protective beaches, while the Rail sea wall has prevented the beaches being maintained by natural cliff erosion for 150 years. This has resulted in the exposure of the rail line itself to increase	Dredge the excess of Pole sands off Exmouth (Without exposing their sea front completely) and pump it down the coast to rebuild the beaches and Dawlish Warren. Dredge excess sands from the beaches under the cliffs north of Slapton Sands and feed it down	Comments considered in developing policy options.
				Torbay Coast & Countryside Trust	Erosion of cliff near coast path off Thatchers Point resulted in closure of the path for 12 years. This part of the coast path is due to be reopened this Summer.	Consideration for the natural environment and use natural defences e.g. reedbeds where appropriate.	Working with the natural environment rather than against it e.g. hard defences that are unsympathetic to the natural environment.	In the past some defences have not been sympathetic to the environment and have resulted in habitat loss e.g. Broadsands reedbeds.	Consider manage realignment where appropriate.	Comments considered in developing policy options.
				Teignmouth Harbour Commission	Teignmouth itself has been historically a subject to flooding though this has receded with the sea defence now in place.	For us the main issue would be the effect of coastal erosion / global warming on the shoreline.	We do not participate in this.	Only that those in Teignmouth have removed what was a constant threat of flooding	The extension of the flood defence scheme to complete Teignmouth would be welcome	Comments considered in developing policy options.
				Pike Ward Ltd	We have not experienced any flooding but our business is located at the Quay Teignmouth and we own the New Quay & numerous commercial stores which were highlighted in the last flood defence scheme as possible flood area	Trying to understand the shifts of sand movement up & down the coast & effect on each area	Are there viable ways of controlling this or understanding it.	Sea Groins do not appear to be maintained or replaced	Look at the impact of more groins to stop san movement - erosion of beaches	Comments considered in developing policy options.
				Independent Consultant	I act as a consultant to West Dorset DC for Lyme Regis. Trustee - Jurassic Coast World Heritage Trust, Past Chairman & Member Dorset Coast Forum	World Heritage Issues on the Dorset Coast	To ensure its good condition for the future	1. Seaton - failed & should be removed with compensation when needed for set back of properties. 2. Lyme Regis - a fine scheme. 3. No further defences should be allowed on the World Heritage Coast	1. Remove Seatown. 2. Review all World Heritage Coast Sea Defences to consider compatibility with our national role to look after this place of universal value	Comments considered in developing policy options.
				Owermoinge Parish Council	Always the possibility of cliff erosion.	Properties on cliffs must be safeguarded	Hold existing defence line			Comments considered in developing policy options.
				Dawlish Warren Tourism	Yes, we are made up of a group of businesses and residents living, or with interests in, Dawlish Warren. The Warren spit is already being eroded. COMMENTS FROM NOV 2008 KSF: Dawlish Warren (9.24-9.26). Our main concern is the protection of the whole spit	The sea defences - groynes, gabions and grass planting programmes have not been maintained and as a result are not performing satisfactorily. The gabians have a life of 26 years - they are now 35 (approx) years old, the groynes are "hit and miss".	To make sure that the sea defences are brought up to date and are maintained regularly.	The scheme built in 1961-71 has been very good and until a few years ago was up to the job - but it seems lack of maintenance has resulted in erosion of the beach and dune areas.	Having reviewed the current defences - we believe they are the right way to go. They just need fixing. Also the "recent" stone wall sea defences on the Warren did not use Meldon Quarry stone and it looks like the imported stone suffers storms badly and "	Comments considered in developing policy options.
				Weymouth LUNAR Society	COMMENTS FROM NOV 2008 KSF: Portland	After the survey of the seabed, there should be a				Comments considered in developing policy options.

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					Harbour (3.7). I believe that this section of the coastline should be re-designated under 'Shoreline Management Plan 2' as a section which we should 'Hold the Line' for the following reasons:- Weymouth's only Schedule	process in which the results should be reviewed for any new heritage features BEFORE the data is put into the public domain.				
				Stokenham Parish Council	Yes. The parish of Stokenham is at risk of erosion & flooding at a number of places along coast from Slapton to Lannacombe	Slapton Line is managed by SHDC & DCC in conjunction with Defra & the community. Beesands south end receiving attention from the EA in conjunction with community. Beesands Cellars as Hallsands requires	Properties at Beesands Cellars & Hallsands require long term protection.	Yes. There is evidence that defences at one point can aggravate erosion at the other	Self help at Beesands Cellars should be improved with financial assistance - at the location consequential effect on erosion elsewhere likely to be negligible - elsewhere on coast managed retreat may be prudent option- this policy also requires financial	Comments considered in developing policy options.
				West Lulworth Parish Council	The Parish Council is concerned at the speed and extent of coastal erosion at Lulworth Cove.	The Council wants measures taken to protect property and the beach in Lulworth Cove. In part this is due to heavy tourism pressure on the beach.	That the natural environment is preserved for property owners and tourists.	They have been inadequate.	The beach needs re-building, with new stone groynes to preserve it in the future.	Comments considered in developing policy options.
				Freshwater Beach Holiday Park	Yes. A high tides, swell or/and high wind in the right direction in winter months, causes the sea to over top the bar at the mouth of the R. bride and floods the river valley which may flood the village of Burton Bradstock		Repair and reinstate damage as it occurs wherever possible	New piers at West Bay have changed the shift of beach	Changes to the coastal defences it the past have effected the coast and protection will be still necessary unless whole communities move. Therefore protection should be put in place before it is required to save future expenditure and problems	Comments considered in developing policy options.
					COMMENTS FROM NOV 2008 KSF: Beer Head to Otterton Ledge (7.1,7.2). Essential to recognise the vulnerability to Sidmouth's sewage installation alongside the River Sid, and especially the danger to the town as Pennington Point erodes – that erosion has greatly increased					Comments considered in developing policy options.
				Holbeton Parish Council	River Erme estuary erosion and collapse of rive banks which floods the fields of the valley (the estuary is an SSSI site) and erosion of beach defences at Mothecombe beach	Need long term plans and defences	To protect the areas of SSSI and current sea defences	The current defences are minor and there are no defences along our cliffs which are left to the power of the seas		Comments considered in developing policy options.
				National Trust	COMMENTS FROM NOV					Comments considered in

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					2008 KSF (supplementary to these given by Richard Edmunds, referred to as RE): 1.3 In agreement (with RE) 1.7 NAI is the most realistic option (Scenario A). The true value of Lulworth Cove is that it has developed with little					developing policy options.
				Torbay Council	Yes. Easterly storms, on a high tide can result in sig damage to our coastal defences. Serious sea flooding may occur to lower lying land behind the flood defence. The last big event was in Oct.04 & 1996.. Smaller incidents 2/4 times/yr . COMMENTS FROM	It is essential that all of our coastal defences are maintained to a high standard. The policy option for Torbay's coastline in SMP1 was to Selectively Hold the Line (now, Hold the Existing Defence Line). The exception to this was MU22 which was to Do Not	To protect the developments at Torquay, Paignton and Brixham. To maintain navigation to Torquay and Brixham Harbours. To maintain the integrity of the nationally and internationally designated sites. To maintain bathing quality To protect listed buildings	No	No	Comments considered in developing policy options.
				Environment Agency	The EA is responsible for mapping the risk of tidal flooding. The Blandford office is currently working on a project to revisit all of our tidal flood zones and produce areas benefiting from defences for our tidal defences. This project will be completed	The importance of collecting sufficient information on this highly designated section of coastline	To have better data on which to make decisions. The data should included sea conditions and coastal geomorphology. In addition we would look to minimise intervention we have to make at West bay and Freshwater	Does the existing monitoring show how existing defences both hard and soft have affected the coastline? An area to concentrate in the future will be monitoring looking at the effects of the Lyme & West Bay schemes on geomorphology and sediment transport.	The EA is currently considering how we manage East Beach and especially freshwater Beaches into the future. We are also looking at the defences at Chiswell especially the extent of gabions.	Comments considered in developing policy options.
				Royal Dart Yacht Club	Club premises under flooding threat at high spring tides. Location between two public slipways. Makes Priory Street vulnerable without floodgates. COMMENTS FOLLOWING PUBLIC CONSULTATION IN MARCH 08: Concern at future flooding of Lower Kingswear between C					Comments considered in developing policy options.
				Stoke Fleming Parish Council	Black Pool Sands: Major flooding and damage caused following storm in 1990's. There is a possible risk to the A379 in this local area/	Slapton line. Local businesses. Blackpool Sands Venus Group. Local property (Blackpool).	Stoke Fleming is a member of the Coleridge Group of Parish Councils. We are fully aware of the possible dangers to the Slapton line. We are fully informed and participate and support the emergency planning for this area. There is a need to keep up to			Comments considered in developing policy options.
				Network Rail	Main Paddington-Penzance	I need to be reassured that	Provide a coastal defence	Sand loss along our sea wall	The defences for which	Comments considered in

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					line affected by adverse wind/sea conditions. Serious damage in recent years: 1996,,2004,1986. Regular programme of inspection & maintenance necessary to maintain rail service	adjacent sub-cells will be 'hold the line' as a minimum policy	capable of sustaining rail services along the existing route. The company has no plans for an inland diversion	and either side has been evident for a number of years with certain areas being particularly affected.	Network rail are responsible will at some point need to be upgraded and this is the subject of a review and feasibility study. Adjacent defences will need to be considered for similar treatment by their respective owners.	developing policy options.
				Maritime Plymouth	COMMENTS FROM NOV 2008 KSF: Start Point to Rame Head (15.8). Challaborough (W) – Wembury Head 1. Wembury Head should read Wembury Point. 2. Wembury itself has assets which might warrant it being a unit in its own right (c/f Erme and Yealm estuaries). I	Ensuring that maritime businesses and organisations legitimate interests are properly represented and taken into account.	That management decisions are taken with sufficient and accurate knowledge of maritime activities.			Comments considered in developing policy options.
				Kingswear Parish Council	1. Mainly flooding in Kingswear a) between Lwr Ferry slipway & Collins public slipway involving private housing & the Royal Dart YC. B) Jubilee Park at the head of Waterhead Creek. 2. Erosion - severe damage to SW Coastal Path at Mansands (NT)	1. Flooding - local additional defences needed. ". Needs to be repaired	flood defences & path repairs as mentioned	No	see previous entry	Comments considered in developing policy options.
				National Trust	Yes- NT own 21% of WHS. Active landslides & coastal erosion on & adjoining NT land	Adopt SMP2 guidance. Manage retreat if possible. Collect data which gives better info on coast in epochs 0-20 20-50 50-100yrs. Inform.	NT policy. Manage retreat with all that that entails.	Yes - concern at Lyme Regis PH4 & also Ringstead & coast defence structures at Burton Bradstock. Concern re offshore & sedimentation impact on existing. Longshore Drift etc.	Currently seeking advice on this. Adopt NT policy Managed retreat, more sustainable long term	Comments considered in developing policy options.
				Caradon District Council	Local Authority with coast protection responsibilities	Protection of residential property limiting loss of foreshore	Sustainable options for management	Existing defences are protecting residential development otherwise remainder subject to natural recession	The existing policies are relevant to affected frontages	Comments considered in developing policy options.
				West Lulworth Parish Council	Fishing sheds/stores on Lulworth Cove Beach are at risk of being demolished by the sea. Due to removal of tons of shingle in the 1800s and the weight of tourism flattening what is left of the beach. Because of the	It is not being managed. Lulworth Cove Beach is in urgent need of refurbishing of shingle/sand - 'replacement' would be a better description.	Too many bodies/committees involved in interfering in proper management. It needs rationalising intelligently.	Too many smaller places being left out and marginalised. The few sites where improvements have been made have been positive.	More funding should be sought, especially for smaller but just as important sites on the coastline.	Comments considered in developing policy options.

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					shingle removal years ago, the clay 'bed'					
				South Hams District Council	Not greatly - more by erosion than flooding but part of the natural process	Flood protection and its environmental impact; impact on salt marsh and opportunities for managed retreat or soft engineering options	See estuary management plans at http://www.southdevonaonb.org.uk/downloads.asp?PageId=7	Frequently unsightly and unsympathetic to 'coastscape' (as in landscape) and sterile	Where possible more natural local stone facing with nooks and crannies - allow them to 'naturalise'; allow more areas to erode naturally - more soft engineering and managed retreat - higher carbon taxes!	Comments considered in developing policy options.
				Devon RIGS Group	N/A	Geological heritage conservation local/national/internationally important sites	maintain all geological sites of national and local importance & ensure that no significant features of geological or geomorphological importance are lost or damaged	They frequently interrupt processes, conceal key geological exposures & destroy its naturalness	Modify/remove all defences where significant loss of geological heritage features has occurred or provide alternative/replacement features (wherever possible)	Comments considered in developing policy options.
				British Marine Federation South West	Representing over 80 businesses in the area concerned some may be affected. COMMENTS FROM NOV 2008 KSF: Start Point to Rame Head (17.7) (Tamar Estuary – St John's Lake – Torpoint to Millbrook Hill Farm) This area should be broken up again into St John's Lake	Maintain coastal land and properties for marine trade and access rather than for residential purposes	Maintain adequate defences around ports, harbours and sheltered moorings and keep navigational channels open			Comments considered in developing policy options.
				South West Water Ltd	Yes. Ongoing water mains and water supply incidents west of Lyme Regis due to coastal slippage; Torquay Meadfoot Road sea wall collapse winter 2006/7 and associated sewer collapse. COMMENTS REC'D FOLLOWING MARCH 08 PUBLIC CONSULTATION: Risk of inundation	Assessment of risk due to climate change, rising sea levels, increased storminess; planning decisions for new coastal zone development and land use changes; managed retreat options	Ensure we meet our statutory duties for water and sewerage service provision, asset maintenance, continuing effective pollution control from sewerage systems.	Reflective wave walls have been a success - for example at Torcross, but the older wave wall for the railway at Dawlish is not able to prevent storm damage to the railway service. Should these defences be upgraded to ensure continuity?	Need to assess the case for managed retreat given forecasts for rising sea levels, and to assess whether erosion rates of major cliffs are going to change, e.g. East Devon coast, sediment transport, beach erosion, Dawlish cliff instability, sea based flood	Comments considered in developing policy options.
				University of Plymouth	Not directly We teach coastal engineering graduates	Long term sustainability, not just based on cost:benefit.	Maintain safety, livelihood and natural appearance.	Some appear ad hoc rather than following a regional holistic approach.	Move to softer defences.	Comments considered in developing policy options.
				Brixham Trawler Agents	No	Erosion and flood defence litter	to sustain what we now have for the future	Most works have been sympathetic to their surroundings	Low lying areas should be protected but all structures should be sympathetic to their surroundings	Comments considered in developing policy options.
				Thurlestone Parish Council	There is no significant erosion between Bantham and Thurlestone Sands. However, with increasingly high tides there is a possibility of flooding at Leasfoot Beach, which	The sand dunes at Bantham need to be protected from people walking over them. This is already in hand. Vigilance will be required.	To keep the beaches clean and to ensure the sea is kept unpolluted by sewerage etc.	Not applicable	Some consideration should be given to the possibility of flooding at Leasfoot Beach. The dunes at the back of the beach should be re-enforced and raised to prevent flooding.	Comments considered in developing policy options.

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					would render the road from Thurlestone to South Milton impassable.					
				Dittisham Sailing Club	Our boat park was seriously flooded by a tidal surge in 2007 - moving and damaging parked boats.	With the likelihood of rising sea levels, the risk of flooding affecting all coastal and estuary settlements will have to be addressed.		Defences are not just the coastline but need to extend up estuaries.	The effect of storm surges on coastal settlements and transportation needs to be addressed - such as the impact on the railway from Teignmouth to the Exe; the road at Slapton.	Comments considered in developing policy options.
				South Devon AONB	Yes impacts on landscape, land use, coast path & public access. Historic: Feb 2001 0 sig damage to Slapton & Beesands, 1996 - sig damage to Hallsands, 1990's - cumulative damage to Thurlestone, South Milton, continuous- erosion & loss of cliffs/coast path	1. maintaining quality of undeveloped coast by carefully managing the spread of engineered coastal defences 2.off - setting 'coastal squeeze' b through habitat mitigation or creation programmes 3. dealing with legacy of inappropriate past defences	To maintain the quality of undeveloped coastline; to work with natural processes wherever possible	Past coast defences constructed in inappropriate locations with inadequate specification, lead to legacy of visually intrusive schemes, hazardous sites (e.g. rusting/collapsing gabions) & deflected erosion impacts on adj land; ad hoc work without policy	Some coastal defences need enhancing to protect imp coastal towns; some need rethinking to make them sustainable in long term (eg.Beesand, S.Milton Sands, Challaborough) could involve removal or reconfiguration; some esp gabions in estuaries, need visual remediation	Comments considered in developing policy options.
				Entec UK Ltd	As an environmental and engineering consultancy, Entec is aware of and has a commitment to understanding coastal erosion and flood risk issues. We have various clients within the public and private sectors for whom we have carried out flood risk analyses	I feel the main issues in previous Sump's was the lack of an integrated approach and long term plan. These are being addressed in the guidance for SMP2 which is a definite improvement. Previously organisations were only required to plan for 50 years which	I feel that future management needs to draw away from continuing to sustain coastal defences in some areas. I appreciate this is a very sensitive and political issue but in the current climate of sea level rise and increased storminess the issue is becoming	I feel that future management needs to draw away from continuing to sustain coastal defences in some areas. I appreciate this is a very sensitive and political issue but in the current climate of sea level rise and increased storminess the issue is becoming	There needs to be careful thought given to the possibilities of allowing some areas to flood to compensate for other areas where we must maintain defences and areas that will be lost in the next 100 years through sea level rise. So in effect there needs t	Comments considered in developing policy options.
					As the owner of Seatown Beach I am acutely aware of the power of Nature and risk of erosion and flooding.	Too many agencies seem to work against rather than with each other. A common and united approach must be adopted.	A sensible and costed approach to managing the problems that Nature and humanity throw up.	The existing defences on my beach have a problematic past and currently are insufficient for the job in hand. The stone used is not in keeping with the landscape and has become an ugly hazard. Closer consultation with landowners and residents is essential	As above, I think there are enough national precedents to learn from and a wealth of professional experience that can be combined with local knowledge to design and implement effective and sympathetic coastal defences.	Comments considered in developing policy options.
				Kingston Parish Council	Parish boundary includes coastline	Either prevention of erosion or measures to lessen its impact	its maintenance and preservation for wildlife, local people and tourists	No	No	Comments considered in developing policy options.
				Policy Scrutiny Committee	COMMENTS FROM NOVEMBER 2008 KSF : Ringstead Bay (2.2) The present policy of 'hold the existing defence line' should be adopted for the 100 year period. West Bay (4.12) The area should also include the Eastern Pier Groyne and the rock					Comments considered in developing policy options.

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					armour. Seatown (5.					
				Dorset Area of Outstanding Natural Beauty	Not directly applicable however SMP's have implications for the "coastal corridor" and ultimately the rest of the AONB and county.	The dynamic nature of the coast, coupled with the increasing impacts of climate change and visitor pressure, present major challenges for the management of the area. Many different agencies, organisations and private individuals have an interest in managing	The Dorset AONB has recognised that the "coastal corridor" is one of the most attractive and important areas for both Dorset and East Devon, as recognised in its wealth of designations but also one of the most pressurised. In recognition of this a number	Possible/probable impacts of coastal defensive work to adjoining areas of coast and potential 3rd Party liability as a result of erosion etc. Monitoring is often confined to actual coastal/shoreline changes, it should also include "coastal strip" actual	Continuing to defend as in the past will be technically unsustainable and unaffordable in many areas and we should not be committing future generations to inflexible and expensive options for defence. Need stronger understanding of coastal processes and	Comments considered in developing policy options. The role of the SMP is to identify erosion and flood risk and how to sustainably manage that risk in the long term. Defra is currently funding research into the issues of how space is provided to allow
				Stratton & Holborow for Blackpool Sands/Start Est	Landslip of A379 near Stoke Fleming in about 1990. estate owns Blackpool Sands Beach. Also Start Point Peninsular & Coast between Stoke Fleming Estate	Protection of Blackpool Sands Beach. Protection of the Slapton line	Uphold the recommendations of the Scott Wilson Report for the Slapton Line.	There are no significant sea defences in place in these areas	Yes protect Slapton Line. Consider protection fro A379 & Blackpool Sands	Comments considered in developing policy options. Scott Wilson report of 2006 has been used to inform long term policy options appraised in SMP2.
				Stratton & Holborow for Strete Estate	Yes Estate owns west end of Slapton Line in Strete parish and land behind including valley of River Gara.	Slapton Line, Slapton Ley, River Gara, cliff erosion at Strete	Maintain Status Quo	No significant defences in place	Uphold the Scott Wilson Report recommendations for the Slapton Line	Comments considered in developing policy options. Scott Wilson report of 2006 has been used to inform long term policy options appraised in SMP2.
				Boat Owners Association Teignmouth (BOAT)	Not as an organisation	Strict Control of dredging to minimise sand/sediment movements. Strict control of development in estuary for example port extension &/or marina			There is presently a plan being developed to promote the River Beach of Teignmouth & thereby the whole town centre. It is essential to protect the town of ours by consultation with the local community affected.	Comments considered in developing policy options. SMP is for coastal defence purposes and considers the issues raised, but can only inform the statutory planning system that controls these issues.
				Environment Agency Wessex Area	COMMENTS FOLLOWING NOVEMBER 2008 KSF: Durlston Head to White Nothe No comments. White Nothe to Portland Bill Highlighted within the 'key issues' and 'key considerations' is the importance of the Portland Harbour breakwaters. However, consideration of					Comments considered in developing policy options. The issue of Portland Harbour breakwaters is documented in the various SMP documents and is considered in the appraisal of policy options.
				Axmouth Harbour	COMMENTS FROM NOV					Comments considered in

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				Management Company	2008 KSF: Eype to Beer Head 6.2, 6.3. The area of the Axe Estuary behind the spit and below the road bridges is an active harbour, home to 180+ boats, mostly leisure, some commercial fishing. The Fish Quay, the Harbour Wall, Harbour Arm a					developing policy options. Units in the Axe Estuary split up further to account for these features more.
				Branscombe Parish Council	Slow erosion of base of cliffs along Branscombe Beach. The beach belongs to the National trust.					Comments considered in developing processes understanding.
				Dart Valley Railway Plc	Railway sea wall - Goodrington. Cliffs between Goodrington and Broadsands.	Pr0-active action by land owners and authorities.	Self maintenance but funded by any authority.	no		Comments considered in identifying possible policy options.
				Beer Self Drive Boats	Yes. Sea regularly swept cliffs on Beer Beach during storms until concrete groin built (1970s), resulting in boat/huts removal or loss. Beach much bigger due to shingle build-up due to groin. COMMENTS FROM NOV 2008 KSF: Seaton Hole to Beer Head (6.6). U	Concrete groin on east side of Beer Beach is badly damaged and needs repairing otherwise Beer beach may again disappear resulting in fishing boat, hut loss and community loss.	Try to keep what we have left.			Comments considered in identifying possible policy options. Led to splitting out Beer as a separate unit.
				UK Independence Party		Preservation of historic and geological features is vital, managed access	Hold the existing defence line		Use state of the art methodologies and techniques	Comments considered in policy appraisal.
				Burton Bradstock Parish Council	Yes as within our parish there is freshwater caravan site which is subject to flooding from the sea and the River Bride. Also the cliffs are constantly eroding. COMMENTS FROM NOV 2008 KSF: The Parish Council wishes to register the following responses to	Maintenance of coastal footpath. Increasing impact of number of tourists and resources to maintain infrastructure. Info on world heritage site.	There has been a proliferation of agencies and bodies involved in coastline management. Coastal provision needs to have a voice and needs structures of consultation.			Comments considered in policy appraisal.
				Woodland Trust	It important to enhance & protect irreplaceable semi-natural habitats such as ancient woodland. Ancient woodland occurs particularly on estuarine shores (e.g. The Yealm Estuary adj Newton Ferrers & Moss Mayo & it is important that it is protected under SMP)					Comments considered in policy appraisal.
				Ottertton Parish Council	If the Otter floods then the village may have problems	Maintaining the quality of the beaches and the beauty of the coastline in general	None	No	No	Comments considered in policy appraisal.

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				South West Coast Path Team	Loss of coast path due to coastal erosion.	Consideration given to ensuring people can continue to walk along re-aligned or protected coastline.	A working document entitled ' The South West Coast Path National Trail and coastal defence management: A Position Statement prepared by the South West Coast Path Partnership' has been prepared - available from mark.owen@devon.gov.uk	See document mentioned in 'Future management' section	See document mentioned in 'Future management' section	Comments considered in policy appraisal.
				RNLI		Maintenance of good access for emergency services and safe conditions for those using the beaches and foreshore areas.	Management should recognise the changing leisure usage and ensure safety and appropriate control can be maintained.	The maintenance of local protection has lead to unstable alignments in some areas that have produced the potential for rapid erosion.	Nothing specific.	Comments considered in policy appraisal.
				Ministry of Defence	Not at Lulworth and not elsewhere as far as I am aware	Virtually all Lulworth is affected by unexploded munitions. This restricts public access to defined permissive paths that are monitored for munitions. The use of the property as a tank live fire range also restricts access to when the range is closed this	To continue to use Lulworth as a military training area with the secondary objective of enhancing it's natural history interest and giving access where and when there is no danger	No impact in the area of Lulworth	No view	Comments considered in policy appraisal.
				West Dorset District Council	COMMENTS FROM NOV 2008 KSF: Chesil Beach and The Fleet (4.3)The Swannery's Duck Decoy (please see attachment) is a Scheduled Ancient Monument, number 29046. We do not keep the description that accompanies the scheduling but this can be obtained from Dorset					Comments considered in policy appraisal.
				Dorset Fossil Collectors	Fossil collectors rely on erosion to replenish the supply of fossils found on Dorset/Devon's beaches/foreshore. Much of the coast in the SMP is a World Heritage site and the continuation of natural processes is a key management aim to maintain this status	Care should be taken in considering applications for development which could be threatened by coastal flooding/erosion and which, if allowed, would strengthen the argument for future coastal defences in the area. Public benefit v future cost financial/environment?	In general there should be minimal constraint on natural erosional processes. Managed realignment therefore usually the preferred course, particularly where this can lead to the creation of improved or new wildlife habitats.			Comments considered in policy appraisal.
				Chivelstone Parish Council	No	Protect its Natural Beauty		Main roads should be protected		Comments considered in policy appraisal.
				Weymouth and Portland National Sailing Academy	The maintenance of the Portland Harbour breakwater is vital in relation to the nature, conservation,	Ensuring that sustainable recreational and competition sailing can take place unimpeded.	Sustainability and protection of the natural resources	No		Comments considered in policy appraisal.

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					environmental and economic interests of all those bordering the shores of the Harbour. Similarly, the maintenance of Chesil Beach is vital to these interests					
				Bridport & West Dorset Golf Club	The golf club has been in existence since 1891 initially on the west cliff at West Bay and in the early 1900's relocated to the east cliff. The boundary of the course runs very close to the coastal walk cliff path with 3 of the golf holes situated along t					Comments considered in policy appraisal.
				Dawlish Town Council	Yes when Marine Parade floods the town council employees assist the district council and other authorities in the issue of sand bags	Right to roam & coastal footpaths/cycleways	Well managed footpaths/cycleways	Would like to preserve the family holiday resort are of Dawlish Warren		Comments considered in policy appraisal.
					COMMENTS FROM NOVEMBER 2008 KSF: As a resident of Old Castle Road I am very concerned about the possible future erosion of the shoreline. In particular, the danger to the road itself and properties along that road. I believe it is essential that at the ve					Comments considered in policy appraisal.
				Dawlish Town Council	COMMENTS FROM NOV 2008 KSF: Straight Point to Holcombe (9). Dawlish Warren needs to be protected at all costs. Dawlish and Dawlish Warren need regeneration. Joined up thinking would achieve both objectives:- I. A wide promenade between Dawlish and Dawlish					Comments considered in policy appraisal. The area of Dawlish Warren has been subject of more detailed study as part of the Exe Estuary Coastal Management Study, which has informed the SMP in this area.
				South Devon & Channel Shell fishermen	Yes. Neglect of small harbours. Insufficient defence along parts of the A379. COMMENTS FROM NOV 2008 KSF: At this month's Committee Meeting we received a report from our member Brian Pawley who attended your recent meeting in	Important infrastructure needs protecting not lost through "no active intervention" or "managed re-alignment"	Protect its natural beauty where possible & not just leave it to the natural ravages of nature which have been exacerbated by the activities of man. Greater control on dredging, dumping & pollution	Some of the defences may have protected some areas but have had a knock on damaging effect on nearby areas.	Use natural defences (e.g. boulders as they do in New Zealand the most eco-friendly country in the world) to protect AONBs and where feasible, to protect seaside villages etc (far better than ugly huge great wave return walls)	Comments considered in policy appraisal. The SMP is being informed in this area by the detailed study undertaken by Scott Wilson (2006) which was prepared for the Slaptonline Partnership.

Name/Position <i>(NB: individual contributors names & positions not published for consultation draft)</i>				Organisation	Affected by erosion	Main Issues	Future Management	Defences Impact?	Defences Changes?	Responses to Comments
				Kenton Parish Council	Kingsbridge. Members expr Only adjacent farmland and coastal road at Powderham	1. Estuary moorings being maintained. 2. Sailing on Estuary which does not conflict with wildlife, whilst still giving adequate recreation e.g. registration on fast motorised craft.				Comments considered in policy appraisal. This area was considered as part of the more detailed Exe Estuary Coastal Management Study, which is being used to inform the SMP in this area.
				Exmouth Quay Residents Association	Many of our members are concerned about flooding during bad storms. Also of major concern is the gradual loss of navigation due to the shifting sands and in the outer part of the estuary, i.e. Pole Sands. The fishing fleet and the summer sailing activities					Comments considered in policy appraisal. This area was considered as part of the more detailed Exe Estuary Coastal Management Study, which is being used to inform the SMP in this area.
				English Heritage	Many aspects of the historic environment may be affected in a positive or negative way by decisions reached on future shoreline management. Please see COASTAL DEFENCE AND THE HISTORIC ENVIRONMENT. ENGLISH HERITAGE GUIDANCE FOR FURTHER INFORMATION OR CONTA	English Heritage wishes to ensure that all aspects of the historic environment are given proper consideration within the shoreline management planning process, to ensure that adequate and properly interpreted information is integrated into all stages of t	Sustainable management based upon good quality information and discussion with stakeholders			Comments noted and considered in developing policy options and in policy appraisal.
				Dorset Natural History & Archaeological Society	It has a concern for the natural history, geology and archaeology of coastal sites.	Environmental risk assessments of inaction or any form of action need to be thorough.	Management should be appropriate for a World Heritage Site and for the sites of high scientific/conservation value. Adjacent marine environment should be fully considered in any planning.	Unsatisfactory defence work has been done in Dorset. e.g. River gravel was put on the shore at Ringstead. At least one important geological exposure was concreted over at Ringstead. Unsorted sea gravel dumped at Lodmoor (Weymouth) probably caused local pollution	This needs research not available to me. Undoubtedly they would be costly.	Comments noted and considered in developing policy options.
					COMMENTS FROM NOV 2008 KSFI Beer Head to Otterton Ledge (7.1-7.3). The present designated line of River Sid used for WHS, SSSI etc should be moved 200m east to allow coastal defence works to be carried out as and when required. HTL. 7.4. Connaught Garden					Comments noted and considered in developing policy options.

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					No significant risk- unless 1/100 exceptional tides etc	Use natural protection - wetlands, flood marshes, water catchment areas. Man-made structures often feel and can be counter productive. Work with natural forces. Also please do not tidy everything up.	Pointless to try and stop natural landslips in the Lyme Regis & other areas. Let nature take its course. In the longer term often more economic to rebuild existing property under threat inland & let the sea take its course	It is possible developments along the back beach and on the commercial dock quay have caused a build up of sand on the Teignmouth side - Teign view Terrace frontage etc.	The deep straight channel approach to the harbour entrance have lowered the sand on the beaches NE of the pier - and much more shingle	Comments noted and considered in developing policy options.
				School of Engineering	Yes. Mainly via the connections we have via the mainline rail track that goes along Dawlish - Exeter	Long term impacts of intervention and / or non intervention	Raising awareness of the challenges of the subject with the public. Existing coastal engineering knowledge informs decision making	There are some examples of both good and bad practice around SDADCAG coast. I think the most important point is to have a strategy that allows individual schemes to have a common thread.	I think we should continue to deploy a range of measures according to the physical nature of sites and socio-economic benefits.	Comments noted and considered in developing policy options.
				Dartmouth and Kingswear Society	We have over 400 members. Some of them will be affected by the risk of coastal flooding and by planning restrictions resulting from the risk of flooding.	Flooding in parts of Dartmouth and parts of Kingswear, together with storm/flood impact on Slapton Line	To reduce the risk of flooding in these areas and to minimise any 'planning blight' effects on areas at risk of flooding		In the most recent flood event (10th March 2008) waves overtopped the defences at the Dartmouth Lower Ferry ramp, although the general flood level was below the sea wall; design of the defences at slipways should be reviewed. The gates to the Dartmouth Bo	Comments noted and considered in developing policy options.
				River Yealm & District Association	The R. Yealm is a typical estuary & though vulnerable to Seiches and extreme tides is normally free of river flooding. If sea levels rise as predicted, there will be long term risks to waterfront housing & businesses. Though well protected, the Yealm Estuary	The National Trust and the River Yealm Harbour Authority have responsibility for most of the Riparian and Coastline in this area. There is, however, considerable help with the cleanliness of the estuary provided by the RYDA's Annual Harbour Cleanup, due	At present there is excellent cooperation between the various authorities here, augmented by a good Boatwatch organisation during the summer. The advent of some surveillance technology would enable the river to be even better patrolled both to discover an	In the entrance to the River Yealm there is a significant sandbar, exposed at extreme low spring tides. This acts both to protect the river and the moorings as well as to regulate what can and cannot enter the river at some states of the tide. The Riv	Our main concern is not so much to bid for further protection to the Yealm Estuary but to note that, should there be sea level rises, then this community will be hard hit early on.	Comments noted and considered in developing policy options. Split the Yealm up into smaller units and considered in further detail how CFMP and SMP relate to each other in discussion with the Environment Agency.
				Osmington Parish Council	Coastal erosion is an ongoing problem. All of the cliffs within the Parish are unstable.	Dorset CC places little importance in re-establishing ROW lost due to cliff falls. The Parish council thinks that they should be given high priority because they are important to the holiday industry as well as local use.	Realisation that even thought paths are lost due erosion they should be reinstated. The excuse that the cliffs are unstable is not acceptable. Osmington had the only beach access, from a public highway, between Overcombe and Lulworth, a seven mile stretch of t	No	No	Comments noted and considered in developing policy options. It is not the role of the SMP to determine if paths should be reinstated.
				Aune Conservation Association	Many members of our 'not for profit' organisation live close to the Avon estuary (Bigbury On Sea, Bantham, Aveton Gifford)and would be affected by both coastal flooding and erosion. We're	The estuary of the Avon is progressively silting up and the cliffs around the estuary mouth are eroding at a worrying rate. How might these issues be effectively monitored in the future and	We are primarily concerned with the conservation of the natural and physical environment of the River Avon and its estuary, which lies within the S Devon AONB, for the	Existing defences are minimal or non-existent. Groynes that once were built, presumably with the intention of slowing down siltation of Bantham Harbour, have long since	There is insufficient understanding of the natural processes at work to make any judgement about the changes that should be made. Changes would be purely empirical at this	Comments noted and considered in developing policy options. Research commissioned by the ACA has been provided to inform the understanding

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					currently investigating the history and sources of estuarine siltation	the problems identified addressed?	benefit of the public.	decayed.	stage.	of processes as part of the SMP.
				Dorset County Council	Managers of the South West Coast Path National Trail, Lyme Regis - White Nothe. COMMENTS FOLLOWING PUBLIC CONSULTATION IN MARCH 08: Re Burton Hive Beach - I would like to see a policy of 'Hold the line' immediately west of Burton Hive Beach. This would	Forward planning	Maintain a viable route for the South West Coast Path aligned along the coast.	No	No	Comments noted and considered in developing policy options. The South-West Coast Path policy is to work with natural processes and re-align the path as necessary, therefore it can not be used to justify holding a defence line.
				Tamarisk Farm	Chesil Bank moves inland varying amounts during big storms. Then the sea erodes away the Fullers Earth clay underneath the pebbles on the sea side, which has been temporarily exposed. Chesil pebbles spilt over the coastal path and field boundaries - a new					Comments noted and considered in developing processes understanding.
				Smedmore Estate - Kimmeridge Bay	Yes, erosion of Kimmeridge Bay and coastal footpath	stoning of the coastal footpath - see letter 12th Feb 07	None at present except being prepared and managing the effects. We have already organised the relocation of Clavell Tower 20 metres further inland from the cliff edge. We now wish to limit damage by Humans	There are none of the artificial nature at Kimmeridge but each year we move boulders off the slipway which have been washed up by winter storms.	Probably not before nature will have its way and any interference simply moves the problem along the coast	Comments noted and considered in policy appraisal.
				Dart Valley Railways PLC	Sea wall - Goodrington. River bank - mouth of Dartmouth (Kingswear)	Regular inspections and preventative maintenance	regular inspections and preventative maintenance	modifications carried out too late	no views at present	Comments noted and considered in policy appraisal.
					Shaldon village is an area at risk of flooding from both tidal & rain downpour events.	It's a balance between guarding for the future while maintaining our coastal and village heritage	minimum visual impact. Any plans must be with the cooperation of the community	The current coastal defences used technology of their time, current computer modelling can provide a more accurate prediction	The effects of sea level rise are perhaps the most pressing issue for the next 50 to 100yrs.'One off' storms may increase in the long term	Comments noted and considered in policy appraisal.
				Steeple Parish Council	No	Beauty maintained	Maintain its unique features	No	No	Comments noted and considered in policy appraisal.
				National Farmers Union	Yes. Our members' farmlands adjoin the coast.	Protection of good agricultural land. Ensuring appropriate synergy with existing policies such as CFMPS.	That they are sustainable and meet the needs of future generations for all the benefits that land brings.			Comments noted and considered in policy appraisal.
				Tamar Estuaries Consultation Forum (TECF)	The Tamar Estuaries Consultative Forum (TECF) is the estuary management partnership that brings	The need to have due regard on the impact of any changes in coastline management on the	The vision for the Tamar Estuaries Management Plan (2006-12) is to "provide the			Comments noted and considered in policy appraisal.

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					together stakeholders to promote the delivery of integrated management for the Tamar Estuaries and near by coastal areas in order to ensure long term sustainability	European Marine Site; I also would like to have clarification on how far up the Estuary the SMP will cover.	framework for delivering a sustainably managed estuary and coast, ensuring that the resources of the area are there for everyone, both now and in the future."			
				Dorset Wildlife Trust	We own a nature reserve at West Bexington including part of Chesil Beach. We also manage the marine centre at Kimmeridge Bay.	issues relating to managed realignment to ensure the nature conservation interest of the coast is maintained and enhanced.	To ensure there is sufficient and enhanced 'space for nature' along the coastline including any areas where the coast is or will be eroding.			Comments noted and considered in policy appraisal.
				West Lulworth Parish Plan Group	Erosion of beach, sewerage pipe and cliffs around the western part of Lulworth Cove. COMMENTS FROM NOVEMBER 2008 KSF: Lulworth Cove (1.6)There has been erosion of beach, sewerage pipe and cliffs around the western part of Lulworth Cove. Pond Rocks (an	The erosion denies access to those with restricted mobility, in wheelchairs and with prams.	Ensure that Lulworth continues as an accessible tourist resort and education centre.	Pond Rocks (an old jetty) has been allowed to disintegrate, removing protection from the beach and the cliff, increasing erosion, and reducing accessibility.	Reinstate Pond Rocks and the Beach and cover the sewerage pipe forming a path.	Comments noted and considered in policy appraisal.
				International Council on Monuments and Sites		Protection of World Heritage Sites and Monuments				Comments noted and considered in policy appraisal.
				Devon Bird Watching and Preservation Society	Yes in that important coastal areas especially Exe & Axe estuaries could be inundated resulting in loss of habitat. There would be an economic loss to the area as many visitors in winter come to see wintering birds e.g. Avocet on R. Exe	We would not wish to see development on the coastline especially in estuaries		As with town & village bypasses development takes place to the new road. Development tends to take place to the limit of hard defences	Clearly towns & cities must be protected but otherwise protection should be by natural means. To surround the coastline with concrete would be a disaster.	Comments noted and considered in policy appraisal.
				Dorset County Council	COMMENTS FROM NOV 2008 KSF: Policy scenarios and conflict with Earth science interest. Notes by Richard Edmonds, December 2008. 1.3 Kimmeridge Bay Scenario C Hold the Line for all three epochs. World Heritage Site Team and Natural England would object					Comments noted and considered in policy appraisal.

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				The National Trust	The National Trust owns approximately 35 to 40% of the coastline within the SMP2 area. A number of sites/areas under our ownership are vulnerable to erosion/flooding. COMMENTS FOLLOWING PUBLIC CONSULTATION IN MARCH 08: The National Trust are currently c	The Trust's policies favour working with Natural processes				Comments noted and considered in policy appraisal.
				Devon County Council	1. Yealm Estuary - slow erosion of estuary - current policy where highway or PROW is to protect current line - but each incident of estuary erosion affecting highway would be considered on VFM basis. 2. Kingsbridge - flooding of highway at lower part of					Comments noted and considered in policy appraisal.
				Chideock Parish Council	Coastal defences at Seatown are failing - 3m of erosion behind rock armour and point turbulence causing erosion to accelerate east and west. Western end of scheme was left unprotected and has since collapsed allowing water to wash away cliff. Seatown is	Proper repair is needed, not just 'maintenance'.				Comments noted and considered in policy appraisal.
				East Devon District Council	Sandstone cliffs east of Sidmouth falling into sea at alarming rate leaving town battered by S.E's - will try to send old photos.	To protect the cliffs and therefore the town from S.E's.	Anything done in one place may impact on another.	Offshore breakwaters have kept sand and shingle but cliffs have gone faster.	Base of cliff protected from sea erosion.	Comments noted and considered in policy appraisal.
				South Hams District Council	Yes. Salcombe floods during spring tides when there is low pressure and a southerly gale. Most recently boats washed off boat park on 3 Dec 06 during such climatic and tidal conditions.					Comments noted and considered in policy appraisal.
				Duchy of Cornwall	Yes. Increased storm activity threatens structures such as piers & sea walls. Increased catchment run off & consequent erosion inland may be adding to siltation of Duchy owned estuaries. Our interest in this area is confined to certain South Devon	Sporadic development control. Healthy marine environment/pollution control. Supporting business. Sensible access.	Environmental enhancement. Business development.			Comments noted and considered in policy appraisal.

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					estuaries					
					COMMENTS FROM NOVEMBER KSF: White Nothe to Portland Bill (3.7) As a resident of Old Castle Road I am very concerned about the possible future erosion of the shoreline. In particular, the danger to the road itself and properties along that road. I believe					Comments noted and considered in policy appraisal.
				Weymouth and Portland Chamber of Commerce & Tourism	COMMENTS FROM NOV 2008 KSF: Portland Harbour (3.7) I believe measures need to be taken in the vicinity of Sandsfoot Castle to stop and defend the continual erosion which attacks this north section of Portland Harbour. The castle is a Scheduled Ancient Mo					Comments noted and considered in policy appraisal.
					My main concerns are regarding policy unit number 3.7, Portland Harbour Breakwater North to Small Mouth (Ferry Bridge). I believe the only sensible course of action for this stretch would be to hold the line (Management Plan 2). After studying an aerial p					Comments noted and considered in policy appraisal.
				Maker with Rame Parish Council	Erosion rather than flooding - there are already landslips in and around Cawsand Bay (Rame Head)	Ownership of the relevant areas under threat	None other than monitoring	Some wave returns protecting properties have moved the problem to adjacent areas		Comments noted and considered in policy appraisal.
				Britannia Shellfish Ltd	Yes - retail outlet right on main road through Beesands, adjacent to slipway. Seas breach of seawall - new sea wall and flood gate installed winter 2007-8.	Effort to keep Torcross line open from Torcross - Strete at all times. This is a vital link for our business, to Dartmouth and Brixham. We travel this road at least twice daily. Staff members also use it to get to work, living at Dartmouth and Stoke Fleming	To keep the coastline open to everyone to enjoy throughout the year. To perhaps provide more facilities for visitors and to give information relevant to coastal management to help increase understanding of issues faced.			Comments noted and considered in policy appraisal.
				Sidmouth Town Council	Risk of flooding has been alleviated by a coastal defence scheme, however, coastal erosion continues.		Obviously as a small Council we have limited input, however, we work closely with East Devon District Council and would wish to do this with coastal protection issues.			Comments noted and considered in policy appraisal.
				Fort Picklecombe (Management	Yes. We are residents of Fort Picklecombe, which is	1) Management of Local cliff erosion that would impact	1) To reduce cliff erosion and provide storm	Have not noticed any management in the close	Not at this time	Comments noted and considered in policy

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				Company)	a converted coastal battery with 103 apartments, directly on the shoreline, with an access road (public highway) that runs close to the coastal cliffs. We would be directly affected by both erosion and	our access, and provision of utility services (Electricity and Telephone). Protection a the key vulnerable areas. 2)Provision of local sea defences as Sea heights and severity of storms increase impact	protection to the shoreline that affects the fort structure.	vicinity of the fort, but note that protection to properties in Kingsand, Portwrinkle and Downterry have been successful.		appraisal.
				Weymouth Civic Society	The Society's property (Tudor House) is close to Weymouth Harbour. The area floods occasionally. The Society operates the Nothe Fort, on a headland, which requires protection at the base. COMMENTS FROM NOVEMBER 2008 KSF: White Nothe to Portland Bill (3.3)	Risk of coastal built-development affecting stability, e.g. 1. North shore of Portland Harbour; 2. Pavilion/ ferry terminal site - proposed development and marina - concerns re effect on beach and coastline; 3. Overcombe to Bowleaze area (All these are i	Prevent excessive built development and other development that would have an adverse impact on the coast. Maintain Portland Harbour breakwaters. Maintain existing sea defences in Weymouth area.	Portland Harbour breakwaters have protected Portland Harbour and surrounding land; Chiswell Flood Relief Scheme has enabled Chiswell Village to be maintained and sympathetically reconstructed; Preston Beach sea defences have enabled the important Preston	Coastal defence should not be pursued further beyond that already in existence, except to safeguard existing settlements.	Comments noted and considered in policy appraisal.
				East Devon Golf Club	Potential for cliff erosion may affect the routing of the Coast Path and subsequently necessitating changes to the golf course which it adjoins.	Realistic proposals to manage coastal access.	Pro-active planning for action to be taken in the event of further substantial cliff erosion.			Comments noted and considered in policy appraisal.
				Chideock Parish Council	Yes Seatown carpark regularly flooded by sea. Major erosion in 1989. Rock armour installed by W. Dorset DC 1997 COMMENTS FROM NOV 2008 KSF: Eype to Beer Head (5.1 - 5.3). General background comments. Preamble Following a special extension of the d	Despite existence of SMP we have seen no evidence of active management. Existing sea defences are not being maintained by West Dorset DC. Access roads congested & at full capacity	Proper participation of all parishes along the coast in all decision making. Smaller coastal villages should have parity with gateway towns. Tourism pressures should be reduced in small coastal areas & concentrated on towns as agreed in original objective	The existing sea defences at Seatown have not been maintained and have failed. Short term 'sticking plaster' fix it ideas are not financially viable. Loss of coastal paths are a disappointment in view of the Jurassic coast status.	Sea defences should be thorough if they are to have any impact. Coastal engineering works at L Regis are expensive but appear worthwhile in the long term. Small coastal resorts shouldn't be advertised to encourage more tourism which is not sustainable.	Comments noted and considered in policy appraisal.
				Tamar Valley Protection Society	Yes. Tamar valley particularly susceptible to this.	Pollution. Inappropriate building - Housing in particular. Loss of maritime based industry. Loss of natural landscape and breeding grounds.	Cleaner waters. Moratorium on waterside development that is not maritime related.	Not at this time	Not at this time.	Comments noted and considered in policy appraisal.
				Dorset County Council	COMMENTS FROM NOV 2008 KSF: Chesil Beach and the Fleet (4.3) Further to the e-mail that Shelley Saltman of West Dorset District Council sent you					Comments noted and considered in policy appraisal.

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					today, I agree about the national importance of the duck decoy at Abbotsbury Swannery (Scheduled Monument 2904					
				Divers Down	No	Access is not restricted to the shore or sea	Rubbish collection from the sea and beach in an annual beach clean up	Access to the sea off the shore for diving	As long as access to the shore and sea from the shore is not restricted	Comments noted and considered in policy appraisal.
				W Trout & Son Boatbuilders	COMMENTS FROM NOV 2008 KSF: Straight Point to Holcombe (9.13). If Managed Realignment means letting selective banks go, flooding of the Topsham Clyst St George road will occur followed by the need for an extensive clean up and possibly undermining of the					Comments noted and considered in policy appraisal. This area is subject of more detailed ongoing study which is informing the SMP as appropriate.
				The Seahorse Trust	No	I would like to see the preservation of shoreline and off shore habitats not only for Seahorses that I work with but other marine species.	It needs to be maintained for the benefit of the natural world, this in turn will allow human use.	No	I feel in certain areas where it requires constant maintenance then perhaps the sea should be allowed to claim its own levels this will in turn provide a suitable barrier for human activity and in turn allow for the natural world to fend for itself.	Comments noted and considered in policy appraisal. Impacts on offshore areas is only considered at the SMP level where assumptions in how a policy may be implemented could affect it. More detailed studies in how to implement policy would be expected to d
				Exmouth Citizen's Forum	No. The Forum has conducted a survey of local opinion on development of the town and responses indicate a desire to avoid new buildings on the sea and river frontages, retaining open aspects. COMMENTS FROM NOV 2008 KSF: Straight Point to Holcombe (9.4)	To keep the shoreline free of additional commercial development which is likely to require additional armouring against flooding. We are concerned to avoid the need for very high sea riverside walls which would spoil views.	To conserve the natural coastlines as far as possible and to protect the part of the Jurassic Coast and the Ramsar site on the Exe from inappropriate exploitation.	Some of the defences would appear to be inadequate. Queen's Drive is frequently flooded and recent years have seen shifting beach sand and cliff erosion. The wooden steps from the Geo-needle need replacement.		Comments noted and considered in policy appraisal. It is not the role of the SMP to control development, merely inform the statutory planning system about the risks associated with coastal development.
				Clinton Devon Estates	Land holdings, agricultural, residential, commercial, adjoining rivers & coast. Including land in SSSI, AONB, SAC & SPA designations.	The built environment needs to be designed & planned in the context of coastal erosion, flooding. Access along the coast should be planned with this in mind.	Previously taken a pragmatic view of allowing natural processes to take their course. To respond to those processes accordingly i.e. change of management practices to provide additional land for coastal access.		Ultimately coastal defences will not be effective permanently & therefore land use & management must be reactive to this.	Comments noted and considered in policy appraisal. SMP is used to inform the statutory planning system.
				Strete Parish Council	Strete would be directly affected by coastal flooding which breached the A379 at Slapton Sands, as it would be in effect, stranded one	Strete is part of the Slapton Line Management Committee and they represent our views.	See above.	See above	See above	Comments noted and considered in policy appraisal. The SMP is utilising the

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					side of a no-through road. This happened previously in recent years when the beach road was closed for many months. Du					more detailed work presented in the Scott Wilson (2006) report to inform policy appraisal in this area.
				Field Studies Council	Yes damage to Slapton Line & Torcross 1978 & 2001	See objectives	Joined up thinking, linking this organisation with Slapton Line partnership. Social, economic and environmental adaption & contingency planning for damage to Slapton Line	There has been insufficient consideration of coastal processes & defences when determining coastal land use,		Comments noted and considered in policy appraisal. The SMP is utilising the more detailed work presented in the Scott Wilson (2006) report to inform policy appraisal in this area. The SMP process requires that policy options are underpinned by understand
				Dorset County Council	Managers of the South West Coast Path, White Nothe to Durlston Head. COMMENTS FOLLOWING PUBLIC CONSULTATION IN MAR 08: Coastal erosion occurring with the threat of the SW Coast Path being lost here which will mean a diversion along the road (not choice w	Forward planning	To maintain a viable route for the South West Coast Path aligned along the coast	no	no	Comments noted and considered in policy appraisal. The South West Coast Path policy is to work with natural processes and realign as necessary, therefore it is not a driver for defending areas of the coast. The SMP can only advise on risks to the coast
				Starcross Parish Council	The Parish is on the Exe Estuary and protected by the Railway embankment.	We are reliant on Network Rail maintaining the embankment. COMMENTS FROM MARCH 08 SMP CONSULTATION: Main concern is the future retention of Dawlish Warren. Most of Starcross is subject to flooding. The retention and strengthening of the rail embankment	The main objective is to ensure that Network Rail maintain the embankment properly.	The Railway embankment has defined the boundary of the Estuary for over 150 years.		Comments noted and considered in policy appraisal. This area has been subject to more detailed investigation as part of the Exe Estuary Coastal Management Study, which has informed the SMP in this area.
				DARE for the Environment of Dawlish	Sea wall - railway; economic future of Dawlish; Land availability	Ensure sea wall is protected' Allow removal of stone debris to be removed from beach to expose sand at Dawlish Warren.	To ensure highest level of protection is in place for Dawlish and Dawlish Warren.	Had wooden breakwaters/groynes and gabions been maintained to a high standard we feel much damage to dune system and sand levels could have been avoided.	Replace as required and maintain all the above. Review planting scheme at Dawlish Warren dunes.	Comments noted and considered in policy appraisal. This area has been subject to more detailed investigation as part of the Exe Estuary Coastal Management Study, which has informed the SMP in this area.

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				Exmouth Quay Residents Association	Belshers Slipway - Exmouth Quay. River silting, potential flooding. Mis-use of beach by speeding 4x4s. Jetski crafts - noise and safety issues.	river Exe silting up				Comments noted and considered in policy appraisal. This area has been subject to more detailed investigation as part of the Exe Estuary Coastal Management Study, which has informed the SMP in this area.
				Lyme Regis Town Council	Lyme Regis is in between Stage 2 and Stage 4 of a Coastal Protection Scheme running since 1989. West Dorset District Council lead on this Scheme, Principal Engineer is Nick Browning, and have held Coastal forums regularly in the town. I request that you ac					Comments noted and considered in policy appraisal. WDDC are a member of the coastal group developing the SMP and information about Lyme Regis has been provided via this route.
				Tamar Valley AONB	Yes, in that we have a statutory role to conserve and enhance the landscape of the AONB, in which the Tamar Estuary plays a major role. COMMENTS FROM NOV 2008 KSF: Start Point to Rame Head (17.2, 17.3, 17.5). There seems to be a rather blunt approach to t					Comments noted and considered in the SMP. In the upper Tamar the CFMP policy is adopted, however the SMP will be more explicit in that this actually means (e.g. that areas of existing defences can be maintained).
				Teign Corinthian Yacht Club	Not significantly affected. Our dinghy park at Combe Cellars in the Teign Estuary would be occasionally subject to flooding on a high Spring Tide, but for the slipway gate.	Our part of the South Devon coastline is relatively secure from bad weather/coastal erosion. It is very important that the port entrance be kept dredged.	We would very much like to see a slipway from the promenade to the beach built in front of the TCYC clubhouse, to also serve the Canoe and Beach Life Rescue Clubs.	Not as far as the coastline immediate to Teignmouth is concerned.	I am aware that a flood defence programme is being developed for the Teign Estuary, but it seems to be early days yet.	Comments noted and considered in the SMP. It is not the SMPs role to inform dredging operations or construction of slipways, although SMP policy development may take account of such things.
				Kimmeridge Parish meeting	1. The cliffs around Kimmeridge Bay are continually crumbling, partly due to under-cutting by wave action, partly due to weathering, leading to: a. Dismantling and rebuilding of Clavell Tower 2006 - 2008 by the Landmark Trust (Appeal for around £800,000)	The Coastline is Heritage Coast so as far as I know the only policy is to leave it alone and suffer the losses. The residents of Kimmeridge have formed the view that the Planning policy seems more to protect the status quo for visitors rather than to meet	It would be for the Smedmore Estate to formulate a plan. For the long term, a plan to protect Gaulter Cottages, the White House, Clavell Tower, and the quay area, will be needed.	The only defences are the quay wall, and they have had no impact on the coast in general.	As there are no defences, this is not relevant as yet. However, some defences may be needed in the medium to long-term, and these would probably not have a significant effect on the remainder of the Bay or the coastline.	Comments used to inform development of policy options.
				Devon RIGS		Devon RIGS is concerned with geological conservation	To retain access to key geological features			Considered in Issues & Objectives.
				South West Tourism	N/A	Tourist both staying & day visitors usage & needs for	A high quality facility that is sustainably managed	none	none	Considered in Issues and Objectives.

Name/Position <i>(NB: individual contributors names & positions not published for consultation draft)</i>				Organisation	Affected by erosion	Main Issues	Future Management	Defences Impact?	Defences Changes?	Responses to Comments
						leisure, sport and recreation				
				East Devon District Council	groins have resulted in increased sand levels over past 4 years. Recent erosion east of town - may be short term trend, may be long term	Secure protection of valuable assets/features (where possible). Ensure accurate monitoring/recording.	Knock-on effect - protect in one area usually results in increased erosion elsewhere. E.g. Groins at Sidmouth - increased erosion to east of town?			Considered protection of assets in policy appraisal.
				Swanage Town Council	No	The Town Council owns the foreshore and cliffs within Durlston Bay. The main issues are therefore restricted to Monitoring the effect of coastal erosion.	None	Not Applicable	No	Durlston Bay is outside of the area considered by this SMP.
				Fleet Study Group	The Fleet Study Group (FSG) has no physical property but we do hold in our archives the most complete records of historic events (storms, etc) affecting Chesil beach/the Fleet. We also can offer expert advice on these risks through our member specialists.	The Fleet & Chesil Beach habitats require sensitive management, recognised in the high level of statutory protection afforded. We leave management per se to the Strangeways Estate. We can offer assistance usually through Chesil Beach centre & its warden	Maintain present management regime	Dr Alan Carr(our former chairman) was consultant to the Chesil Flood Relief Scheme and other similar schemes. The FSG could give a measures, scientific view, if required through one/more of our specialists.	Maintain as far as possible the 'Naturalness' of the Fleet and Chesil. The FSG and Dr Malcolm Bray (Portsmouth University) instigated and set up the Chesil beach baseline profile as an aid for studies of storm response and long term morphological change	Information on Chesil Beach provided by Dr Malcolm Bray and considered in developing the SMP.
				Devon Countryside Access Forum			Please consult the Devon Countryside Access Forum on future proposals, particularly those relating to access and recreation.			Issues of access and recreation are considered in the policy appraisal process for the SMP.
				Devon Sea Fisheries Committee	NO	We are interested in coastal fisheries - the way the coastline is managed could have an effect on fisheries.	None directly but we are interested in maintaining a pollution free environment.	In some areas the coastal defences have interrupted fishing patterns especially when being put in place.		Issues of fisheries impacts would be subject to greater consideration in any subsequent studies that seek to implement SMP policy.
				Lynton and Lynmouth Town Council	constantly changing coastline - sea front threatened at extreme high tides - Lynmouth flood disaster	proactive coastal and coastline building defence	protection of existing harbour and seafront community			Lynton and Lynmouth is on the north coast and so not considered here.
				Royal Society for the Protection of Birds	The RSPB has major interests in coastal habitats between Durlston Head and Rame Head, both as landowner and because the area includes sites of national and international importance for birds. COMMENTS REC'D FROM PUBLIC CONSULTATION MEETING IN MARCH 08:	1. Loss of coastal habitats to coastal squeeze between rising sea levels and hard defences. 2. Opportunities for managing realignment of sea walls to re-create coastal habitats and often to enhance natural flood defences.	Seeking implementation of managed coastal defence set-back opportunities in order to re-create coastal habitats.		These need to be explored and defined through the SMP process	Managed Realignment considered in developing policy options.
				Rockley Park Holiday Centre	(Rockley Park is within Poole Harbour & outside the area of this SMP, however, they are					Outside of the SMP2 area.

Name/Position <i>(NB: individual contributors names & positions not published for consultation draft)</i>				Organisation	Affected by erosion	Main Issues	Future Management	Defences Impact?	Defences Changes?	Responses to Comments
					interested in being involved as they were overlooked during SMP1 in 1999/2000. Rockley Park has recently joined the Dorset Coastal Forum with a view to being involved					
				South West Coast Path Association	The SWCPA represents walkers of the SWCP national trail & members are affected by flooding/erosion. Occasionally there are cliff falls/landslips that affect the route, causing significant inland diversions over long periods before realignment.	A speedy procedure is needed to overcome problems with erosion, leading to acceptable realignments. Continued good maintenance and care of the SWCP is needed. And the removal of the SWCP from roads, where possible.	1. Progress with erosion problems. 2. The implementation of coast path realignments to comply with the association's improvements list! Continued funding for the coast path by Natural England. Automatic path roll back when sections of path are lo	Observations on how, over 35 years, erosion has caused the loss and realignment of the SWCP.	no	SMP does not prescribe how the coast path is realigned, though can identify areas of risk so this can be planned for in advance. This issue may be aided by the proposed Marine & Coastal Access Bill.
				Defence Estates - South West	Possibly Commando Training Centre, Lympstone if sea levels rise on Exe Estuary. Also MOD establishments along the R. Tamar. Plymouth Sound	Are estuaries covered in the Plan?				SMP has drawn on the more detailed work of the Exe Estuary Coastal Management Study that covered the Lympstone area.
				Salcombe Town Council	We have lost a jetty used by a ferry due to the sea. There is now no money to finance it. It is of significant historical interest.	Harbour silting?				SMP is for coastal defence purposes, and so is not responsible for informing decisions about the ferry jetty.
				Royal Yachting Association	No specific problem areas that I know of at the moment	Our prime concern is pollution (microbiological, pesticides, heavy metals & TBT)	The maintenance of the healthiest practicable marine ecosystem. Only a healthy ecosystem can support a thriving shellfishery.			SMP is for coastal defence purposes, and so is not responsible for pollution control.

Annex B.3 – Stakeholder Comments relating to Policy Options

The table below presents the draft policy options and scenarios to test as presented at a series of five KSF events in November 2008, the comments received on them, and a summary of the actions taken to address the comments. This information was utilised to refine the policy options and scenarios to test, and help inform the policy appraisal process (refer to **Appendix F**).

Please note, individual contributors names and positions are not published in this consultation draft.

Possible Policy Unit		SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken	
			0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year			
POLICY SCENARIO AREA = DURLSTON HEAD TO WHITE NOTHE														
I.	1	Durlston Head to St Alban's Head	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
I.	2	St Alban's Head to Kimmeridge Bay	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
I.	3	Kimmeridge Bay (defended length)	Do Nothing/Retreat	NAI	NAI	NAI	MR	MR	MR	HTL	HTL	HTL	<ul style="list-style-type: none"> World Heritage Site - consider assessing MR here as well. World Heritage Site Team and Natural England would object to any coastal intervention within the Bay. Erosion rates are very slow in this area and it is hard to justify how any coastal defence could afford protection to property which is very unlikely to be at risk in the next 100 years. 	Comments considered in policy appraisal.
I.	4	Kimmeridge Bay (undefended) to Worbarrow Tout	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
I.	5	Worbarrow Tout to Lulworth Cove (East)	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
I.	6	Lulworth Cove (undefended)	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
I.	7	Lulworth Cove (defended length)	Retreat	NAI	NAI	NAI	MR	MR	MR	HTL	HTL	HTL	<ul style="list-style-type: none"> World Heritage Site - consider assessing MR here as well. The existing café and fisherman's hut foundations are exposed to wave attack. The WHS Team and NE would much prefer to see property and infrastructure relocated than defended within this 'iconic' bay. There are implications for the potential loss of the coast path and threat to property behind the existing structures. To the south of the slip way the sewage outfall is more problematic. If hold the line is considered here, beach replenishment may be a more acceptable option subject to viability. Any introduced material would have to match existing beach pebbles exactly. National Trust - NAI is the most realistic option (Scenario A). The true value of Lulworth Cove is that it has developed with little or no interference from man. West Lulworth Parish Plan Group - Need to ensure Lulworth remains an accessible tourist resort therefore need to re-instate beach and Pond Rocks jetty which have eroded/allowed to disintegrate, which in turn has increased erosion. <p>HTL preferred.</p>	<p>Comments considered in policy appraisal.</p> <p>Need to balance the natural beauty of Lulworth Cove with the need to allow access so visitors can appreciate it.</p>
I.	8	Lulworth Cove (West) to White Nothe	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		

Possible Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken		
		0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year				
POLICY SCENARIO AREA = WHITE NOTHE TO REDCLIFF POINT														
2.	1	White Nothe to Ringstead Bay (defended length east)	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
2.	2	Ringstead Bay (defended length)	Hold	HTL	HTL	HTL	MR	NAI	NAI	HTL	MR	MR	<ul style="list-style-type: none"> • Environment Agency - would expect to maintain scheme for original design life. • World Heritage Site - need to consider MR in long-term. It is hard to contemplate how hold the line will be viable in the 50 to 100 year epoch, especially when at East Cliff Lyme; the SMP is going to accept that part of the town will be undefended post 50 years. Furthermore, outflanking, particularly to the east must be a problem, leading to defences in the currently undefended policy unit. Scenario B is the option that the WHS team and NE would favour. • National Trust - need to consider MR in long-term. I have already discussed the 'inappropriateness' of Scn A and C with Alan F. Scn B is the best of a bad set really. Ideally NT would wish to see the groyne removed and a natural equilibrium to the bay restored. Failing that, MR in the short term seems the least objectionable option. • West Dorset DC - The preference is for Scenario A "hold the line" for up to 100 years. There is a proposal being considered to counter a small amount of outflanking so it is considered that Scenario B should be the same as Scenario B. There are currently maintenance and beach management plans in place at present. 	Comments considered in policy appraisal.
2.	3	Ringstead Bay (defended length west) to Redcliff Point	Do Nothing Retreat (at Osmington)	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
POLICY SCENARIO AREA = REDCLIFF POINT TO PORTLAND BILL														
3.	1	Redcliff Point to Bowleaze Cove (Gabions)	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	<ul style="list-style-type: none"> • WPBC/DCC - Scenario A is strongly preferred option. • World Heritage Site - No Active Intervention is the correct option here but should go further and recommend the removal of failing and ineffective gabions already in place. The cliff has not receded east of the current defence, illustrating that this structure was unnecessary in the first place. 	Comments considered in policy appraisal. NAI along this section would imply that no money is spent. However, that would not preclude the removal of unsafe structures as they deteriorate if deemed appropriate to do so and funds are available for this purpose.

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
3.	2	Bowleaze Cove (Gabions) to Furzy Cliff	Retreat	HTL	HTL	HTL	HTL	MR	MR	HTL	HTL	HTL	<ul style="list-style-type: none"> • World Heritage Site - is HTL feasible; should consider MR here as well. 	Comments considered in policy appraisal.
3.	3	Furzy Cliff	Retreat	NAI	NAI	NAI	NAI	NAI	NAI	NAI	HTL	HTL	<ul style="list-style-type: none"> • World Heritage Site - It is hard to see property and the road to Bowleaze Cove being threatened in the next 100 years and therefore any justification for HTL here. The rising nature of the ground and the soft Oxford Clay bed rock may eventually lead to increased erosion rates - a difficult area. • National Trust - I suspect the HTL option reflects the presence of the 'Spyglass' pub. Plus there is already a short stretch of promenade defence that just about extends to cover this property but not if out flanking and or beach lowering were to occur more quickly than supposed. There is new slumping on the top of Furzy Cliff right now. CCO measurement indications currently suggest that at the current rate of volume loss, the eastern end of Preston beach will need a recharge by 2013. SCn C does allow for the option to reconsider the NAI option if recession rates prove to be accelerating towards the road. • Weymouth Civic Society - Clarify in the plan that the defended southern part of Furzy Cliff is not in this policy unit; Erosion of Furzy Cliff would cause loss of the road that is a cul-de-sac which provides access to other property and tourist assets. 	Comments considered in policy appraisal. This section is the undefended majority of Furzy Cliff. The defended southern end of the cliff is considered in the unit below.
3.	4	Furzy Cliff to Preston Beach (Rock Groyne)	Hold	HTL	HTL	HTL	HTL	MR	HTL	HTL	HTL	HTL	<ul style="list-style-type: none"> • Weymouth Civic Society - oppose MR because road and beach vital to economy of town. • World Heritage Site - the management of Preston Beach requires careful consideration with regard to beach supply to the east. Should beach volumes fall this could lead to increased erosion of Furzy Cliffs and a call for further protection with damaging consequences to the Earth science interests. 	Comments considered in policy appraisal. MR policy would involve the relocation of the road. This policy would not seek to remove this transport link, just relocate it.
3.	5	Preston Beach (Rock Groyne) to Weymouth (Stone Pier) (includes Weymouth Harbour)	Hold	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	<ul style="list-style-type: none"> • Weymouth Civic Society - query suggestion that extending the Stone Pier may help create a more stable bay shape. <p>Also, current proposals for a marina at the Pavilion peninsula would amount to ATL which would have adverse affects on beach and marine ecology >> hope SMP reinforces HTL not ATL.</p>	Comments considered in policy appraisal. Suggestion about the Stone Pier is merely a thought on a possible option that could be investigated in more detail at a later time. It is not actively proposed to be included in the SMP as there is insufficient information.
3.	6	Weymouth (Stone Pier) to Portland Harbour (North Breakwater)	Hold	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL		
3.	7	Portland Harbour (North Breakwater) to Small Mouth	Retreat	MR	MR	MR	NAI	NAI	NAI	HTL	HTL	HTL	<ul style="list-style-type: none"> • (re Portland NW Shore) - HTL can be only option due to extent of development in this area; poss even a walkway structure similar to Newtons Cove could be built here. 	Comments considered in policy appraisal. Need to balance the various conflicting interests along this section.

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
													<ul style="list-style-type: none"> • Environment Agency - this isn't obviously MR despite long term being NAI. Call it MR to avoid confusion. • WPBC/DCC comment - preference to HTL for all periods • National Trust - I would like to know the extent of the benefits that would be derived from a thorough land drainage scheme. I firmly believe that the coast protection benefits afforded by the breakwaters need to be more fully accounted for. Erosion rates coupled with MR could then possibly extend the working life of the Old Castle Rd until such time as more imaginative procedures have evolved. • Weymouth & Portland Chamber of Commerce - HTL to protect important SAM of Sandsfoot Castle. • HTL - build a pedestrian walkway along PHNW shoreline to prevent erosion. • WPBC - need to be clear on the importance of the breakwaters in relation to achieving HTL along the shoreline. Also, need to reconcile HTL on east side of Chesil with NAI on west side. • World Heritage Site - This is a complicated unit. The geological SSSI is unfavourable in many places, other than the foreshore, due to the reduced erosion from the construction of the breakwaters. The cost benefit of 'hold the line' is marginal in all but perhaps the Castle Road/Sandsfoot Castle area. This requires a lot more detailed comment than that in the tables. Any Hold the Line option will require very careful consideration to minimise impacts on the geological interests. • Weymouth Civic Society - HTL strongly favoured. Believe Land Drainage with discrete rock armour in more vulnerable places would achieve this. Not acceptable and impractical to relocate assets away from risk area. Also need commitment to full and continuous maintenance of the breakwaters. • Weymouth LUNAR Society/Friends of Rodwell Trail - PHNW section should be HTL to protect Sandsfoot Castle and Rodwell Trail (an important Green Corridor used by 150,000-200,000 walkers/cyclists each year) 	Issue of the breakwaters needs to be dealt with outside of the SMP process, which assumes that they will be maintained in the future.
3.	8	Small Mouth to Osprey Quay (Portland Harbour)	Hold	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	<ul style="list-style-type: none"> • World Heritage Site - need to be clear that there is no defence but should there be an erosional issue – the road to Portland would represent an asset that could not be lost. Hold the Line will potentially be in conflict 	<p>Comments considered in policy appraisal.</p> <p>Need to highlight the conflicting risk to this section with that of Chesil Beach section (which is NAI).</p>

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
													with the SSSI designation but clearly the major asset, the road on and off Portland, is an important consideration.	
3.	9	Osprey Quay (Portland Harbour) to Grove Point	Hold Retreat (towards Grove Point)	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	<ul style="list-style-type: none"> • World Heritage Site - The exact point for Hold the Line policies needs to be defined here – it should be to protect the new Portland Gas storage facilities in the Upper Osprey site and no further. 	Comments considered in policy appraisal. Limit considered to be extent of existing defences.
3.	10	Grove Point to Portland Bill	Do Nothing Retreat (at Church Ope Cove)	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
POLICY SCENARIO AREA = PORTLAND BILL TO THORNCOMBE BEACON														
4.	1	Portland Bill to West Weare	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	<ul style="list-style-type: none"> • WPBC/DCC - Scenario A is strongly preferred option. 	Comments considered in policy appraisal.
4.	2	Chiswell to Chesil Beach (Northern end of Osprey Quay)	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	<ul style="list-style-type: none"> • World Heritage Site - Any intervention needs to minimise impact on Chesil. 	Comments considered in policy appraisal.
4.	3	Chesil Beach (Northern end of Osprey Quay) and The Fleet	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	<ul style="list-style-type: none"> • West Dorset DC - the Swannery's Duck Decoy is a SAM of national importance. We hope that the SMP can recognise this in developing policy. 	Comments considered in policy appraisal.
4.	4	Abbotsbury to Cogden Beach	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
4.	5	Cogden Beach to Burton Cliff (West) (undefended parts)	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
4.	6	Cogden Beach to Hive Beach (Burton Bradstock)	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	<ul style="list-style-type: none"> • National Trust - NT already has plans for MR here; suggest that MR would be required in 0-20 years. The NT would have no interest in any other long-term policy for Hive Beach other than NAI. The MR 0-20 component in SCn B clearly relates to the rock armour in front of the bungalow. SCn B is the obvious choice here. We know that there are safety implications for NT but we are prepared to accept our responsibilities in terms of 'reasonable duty of care to 3rd parties in this location. 	Comments considered in policy appraisal.
4.	7	Hive Beach (Burton Bradstock)	Do Nothing	HTL	HTL	MR	MR	NAI	NAI	HTL	HTL	HTL	<ul style="list-style-type: none"> • National Trust - The path gabions to the west presumably fall into 4.8 and when the path finally fails we shall have to consider their removal. In which case, that constitutes MR. • World Heritage Site - the HTL option only applies to the beach hut and private defence. The NT will accept erosion and the need to adapt to it. The detail needs 	Comments considered in policy appraisal. Gabions are considered in this section of Hive Beach.

Possible Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken		
		0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year				
													to be explained here while we should be NAI for this unit as a whole.	
4.	8	Burton Cliff	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
4.	9	Freshwater Beach	Do Nothing	HTL	MR	HTL	MR	NAI	NAI	HTL	HTL	HTL	<ul style="list-style-type: none"> • Environment Agency - Ensure scenario here is in line with Beach Management Plan that is being drafted. • World Heritage Site - it is just a caravan site that could be moved back – why HTL? Is it technically feasible? Also, is this referring to the flood defences in the river or the bund on the beach, or both? The beach wants to be wide to absorb the sea's energy – the caravan site has encroached across it. The obvious, and sustainable, solution here is to move the caravan site off the beach. 	Comments considered in policy appraisal. Discussion with BMP team has been carried out in developing policy options and in policy appraisal.
4.	10	East Cliff (West Bay)	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
4.	11	West Bay (East Beach to eastern pier)	Hold The Line	HTL	HTL	HTL	HTL	HTL	MR	HTL	HTL	HTL	<ul style="list-style-type: none"> • West Dorset DC - Scenario B is considered unrealistic – HTL is preferable in this location even in the third epoch. 	Comments considered in policy appraisal. Long term beach management along the existing alignment is likely to be unsustainable, therefore to ensure the long term flood defence to the wider West Bay area, MR is a feasible option to consider.
4.	12	West Bay (West Beach from eastern pier) to West Cliff (East) (includes West Bay Harbour)	Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	<ul style="list-style-type: none"> • West Dorset DC - This area should also include the Eastern Pier Groyne and the adjacent Rock Armour. 	This is considered in the unit above. Both West Bay harbour piers are assumed to be maintained during the period covered by the SMP.
4.	13	West Cliff (East) to Thorncombe Beacon	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
POLICY SCENARIO AREA = THORNCOMBE BEACON TO HAVEN CLIFF (WEST)														
5.	1	Thorncombe Beacon to Seatown (East)	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		<i>Note. Following KSFs it was decided to combine the policy scenario areas presented at the November KSF, such that the final area is Thorncombe Beacon to Beer Head (i.e. this policy scenario area has been combined with the area below as presented in this document).</i>
5.	2	Seatown	Selectively Hold The Line	HTL	MR	NAI	MR	NAI	NAI	HTL	HTL	HTL	<ul style="list-style-type: none"> • (unattributed comment received) - Should consider if sustainable to maintain rock armour/cliff stabilisation implemented in 1996 for design life, before changing policy. • West Dorset DC - WDDC has a legal duty to maintain the grant aided defences in place – changing Scenario A to MR in the second epoch - where will those defences be re-located? Preference is to HTL for at least 50 years. The boundary of this unit should be extended 100m westwards to ensure that the defences at Seatown are covered by the HTL 	Comments considered in policy appraisal. The current defences at Seatown provide a degree of stabilisation to the cliffs and could be considered a way of providing short to medium term stability to allow MR of cliff top assets. To provide this over a reasonable period of time, extension of the policy unit a little way westwards would be appropriate (as has been approved already to extend the existing defence). The east side of the River Winniford (where the car park is located) is currently undefended, except for natural cliffs

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
													<p>recommended.</p> <ul style="list-style-type: none"> • West Dorset DC - Pref HTL for 100 years; if MR, then need to protect existing properties. • Chideock Parish Council - extensive comments received; summarised in following: <ul style="list-style-type: none"> Hold the Line preferred for all periods; Beach is primary asset, without which commercial worth of the beach car park and the pub is much reduced; Need to consider impact of potential additional supply from west with erosion at Golden Cap, plus what impacts are there of outflanking at Seatown on beach across river mouth; Need detailed consideration of impacts of outflanking at rock armour; Need to consider Seatown as a whole (i.e. include Car Park to east + extension of defences to west), not just current defended length. Rock armour has been overtopped and outflanked in first 10 years of scheme life; recently approved extension will provide another 10 years protection. 	that are eroding. This area is dealt with in the unit above as it is not considered appropriate to introduce defences in this area to protect the car park.
5.	3	Seatown (West) to Golden Cap	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
5.	4	Golden Cap to Charmouth (East)	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
5.	5	Charmouth	Selectively Hold The Line	HTL	HTL	MR	HTL	MR	NAI	HTL	HTL	HTL	<ul style="list-style-type: none"> • West Dorset DC - What is to be gained with MR? Where are the new defences proposed? The preference is to HTL at Charmouth for the whole period of the SMP2 revision. 	Comments considered in policy appraisal. MR would be in the river area to reduce flood risk upstream as the beach is allowed to roll back landwards. Along the cliffed area of Charmouth, this could involve short term cliff stabilisation measures whilst cliff top assets are relocated.
5.	6	Charmouth (West) to East Cliff (Lyme Regis)	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
5.	7	East Cliff (Lyme Regis) to Broad Ledge (Lyme Regis)	Hold The Line	HTL	HTL	MR	HTL	MR	NAI	HTL	HTL	HTL	<ul style="list-style-type: none"> • West Dorset DC - MR at this location – what would this mean in practice? Cannot see how MR would work – there is a proposed scheme for this area not yet agreed but HTL should be the policy to the end of the 100 year epoch. This should apply to both Scenario A & B. 	Comments considered in policy appraisal. MR at the northern end of this unit in the longer term may well become necessary, depending upon the actual retreat of the cliffs to the east.

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
5.	8	Broad Ledge (Lyme Regis) to The Cobb (Lyme Regis)	Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL		
5.	9	The Cobb (Lyme Regis) to Seven Rock Point (defended length)	Do Nothing	HTL	HTL	MR	HTL	MR	NAI	HTL	HTL	HTL	<ul style="list-style-type: none"> (unattributed comment received) - HTL by ongoing Beach Management Activities that recycle shingle from The Cobb back to the west in order to retain material along this beach. West Dorset DC - The policy should be “hold the line” throughout. WDDC has a legal duty to maintain the grade I listed Cobb structures. How can MR/NAI be considered in Scenario B. World Heritage Site - We still need to define the area that is HTL. There is a need to explain what HTL might mean here – if it is through current natural processes, then that is OK re WHS and NE Natural England - it is not clear to us what is being described as the 'defended' length. As far as we are aware there are no defences west of The Cobb. 	<p>It is assumed The Cobb will be maintained over the period of the SMP.</p> <p>The 'defended' length means the area covered by the car park at present, which acts as a form of defence that restricts the ability of the beach to roll back in this area.</p> <p>HTL would primarily be by beach management activity, but could require more formal defence structure in the medium to long term to protect against flooding to the rest of Lyme Regis to the east.</p>
5.	10	The Cobb (Lyme Regis) to Seven Rock Point (undefended)	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
5.	11	Seven Rock Point to Haven Cliff (West)	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
POLICY SCENARIO AREA = HAVEN CLIFF (WEST) TO BEER HEAD														
6.	1	Axe Estuary (Haven Cliff to Seaton North)	N/A	MR	MR	MR	MR	MR	MR	MR	MR	MR	<ul style="list-style-type: none"> Natural England - It is difficult to work out where the policy boundaries lie within the estuary. So assuming 6.1 = east side and 6.2 = West side: You have MR along the Axmouth Road which runs right along the edge of the estuary for part of this sides length, and where you might reasonably expect a period of HTL to prepare for loss of the road? Could/should you split this unit to differentiate between the stretch between the Bridge and Axmouth he road) and Axmouth to the tidal limit - essential farmland? On the W side you have HTL throughout the epochs - NE view on this depends very much on where 'the line' is drawn. The tramway acts as a defence of sorts - is this what you currently deem to be 'the line' or are there other flood banks farther west? 	<p><i>Note. Following KSFs it was decided to combine the policy scenario areas presented at the November KSF, such that the final area is Thorncombe Beacon to Beer Head (i.e. this policy scenario area has been combined with the area above as presented in this document).</i></p> <p>Comments considered in policy appraisal.</p> <p>The Axe Estuary area has been split into several smaller units for the purpose of policy appraisal.</p>

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
													<p>What we would expect to see here over a 100 year period is MR followed by HTL at a point where the floodplain land has been inundated and the town is at risk.</p> <p>(I am currently working on the Axe Estuary Wetland project with EDDC and EA (Mike Williams) where the aim is to get all of the grazing marsh south of the A3052 bridge into wetland or wet grassland management and the first regulated tidal exchange gate is just going in there as I write.)</p> <ul style="list-style-type: none"> • Axmouth Harbour Management Co - Axe Estuary behind the spit and below the road bridges is an active harbour home to 180+ boats. The Fish Quay, Harbour wall arm and arm extension were repaired and extended 1992-2001. <p>Prior to this work, Posfords study indicated a drift divide occurs at the mouth of the estuary. The Harbour Arm Extension helps keep this part clear (sediment is cleared of shingle by the Ebb tide); but shallowing occurs seaward of the arm. Either dredging or extension of the harbour arm is needed to improve navigation in the future.</p> <p>Policy for this area should allow periodic dredging to occur.</p>	
6.	2	Axe Estuary (Seaton East) Seaton West	N/A	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL		
6.	3	Axe Estuary (Spit)	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
6.	4	Axe Estuary (Spit) to Seaton (West)	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL		
6.	5	Seaton (West) to Seaton Hole	Selectively Hold The Line	MR	MR	MR	MR	NAI	NAI	HTL	HTL	HTL		
6.	6	Seaton Hole to Beer Head	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL	<ul style="list-style-type: none"> • Natural England - As we discussed there is a small structure on the east side of Beer Beach. We are not clear as to the function of the structure but we would not wish to see any additional defences along the stretch from Seaton Hole to Beer Head - to have a HTL policy for this length of coast would give completely the wrong message about expectations regarding cliff stabilisation. If HTL is considered for the existing defences at Beer then these should be made into a separate unit and the remainder stay as NAI. • Beer's self drive motor boats - Concrete groyne built about 30 years ago keeps shingle beach within Beer Bay (prior to 1970s shingle eroded during storms) - 	<p>Comments considered in policy appraisal.</p> <p>Beer has been separated out as its own unit for the purpose of policy appraisal.</p>

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
													Groyne is now in need of repair - loss of groyne would lead to loss of beach which would lead to loss of fishing and tourism economy.	
POLICY SCENARIO AREA = BEER HEAD TO OTTERTON LEDGE														
7.	1	Beer Head to Salcombe Hill	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI					
7.	2	River Sid	Hold The Line	HTL	HTL	HTL	HTL	MR	MR				<ul style="list-style-type: none"> • World Heritage Site - Pennington Point needs to be picked out as a specific issue. A good idea to identify a specific unit for the mouth of the river Sid but we need to be very clear about what area we might be talking about with regard to HTL policy. Works along the western side of the river would not necessarily affect the SSSI and could alleviate concerns regarding the storm flood risk to the town. Clearly such works should not restrict the mouth of the river either. Pennington Point should be regarded as a different unit. • Devon CC - present WHS/SSSI boundary should be moved 200m eastwards to allow HTL on east side of River Sid. • Sidmouth Town Council - Need to recognise vulnerability of Sidmouth's sewage installation alongside river Sid and especially danger to the town as Pennington Point erodes - that erosion has greatly increased in recent months. Need HTL policy - esp for east Sidmouth. • Natural England - Can you please ensure that any scenario modelling treats eastern town, Alma Bridge and Salcombe Hill houses as 3 SEPARATE assets. Need to amend the supporting text which still says that it may be necessary to extend the existing defences westwards. Whereas what we and WHS would be looking to do to defend the eastern town is to design defences which don't spread further east but focus on the river mouth area. In the supporting text in the consultation document could you please make sure that there is a very clear distinction between the various assets in that location and that they are not all bound up together? NE acknowledged the need to protect the eastern town and the SWW pumping station, DCC and EA are already considering the possibility of moving Alma Bridge up the river in the future, the gardens on Salcombe Hill are a separate issue/asset, the houses are not currently at risk. • (unattributed comment received) - Are there 	<p>Comments considered in policy appraisal.</p> <p>Need to balance the conflicting interests in this area.</p>

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
													alternative ways of defending the eastern town without extending the defences eastward into the WHS/SAC/AONB.	
7.	3	Sidmouth	Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL					
7.	4	Chit Rocks to Big Picket Rock	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI				<ul style="list-style-type: none"> (unattributed comment received) - Will the west side be outflanked as well? Devon CC - Connaught Gardens/Jacobs Ladder should be included in HTL for Sidmouth. Sidmouth Town Council - policy for Sidmouth should at least extend to Jacobs Ladder at least, since Chit Rocks are below Connaught Gardens, which are clearly in the town. 	<p>There is a small risk of outflanking on the west side, however recession potential in this area is low.</p> <p>Policy units are not final until the final SMP is produced, although they need to balance land use and coastal processes in defining them.</p>
7.	5	Big Picket Rock to Otterton Ledge	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI					
POLICY SCENARIO AREA = OTTERTON LEDGE TO STRAIGHT POINT														
8.	1	Otter Estuary (Otterton Ledge to Budleigh Salterton East)	N/A	MR	MR	MR								
8.	2	Otter Estuary (Spit)	Do Nothing	NAI	NAI	NAI								
8.	3	Budleigh Salterton (East) to Budleigh Salterton (West)	Selectively Hold The Line	HTL	HTL	HTL							<ul style="list-style-type: none"> World Heritage Site – Not sure what 'defences' are present (low wall in front of beach huts at the end?). But HTL implies impairing defences to take account of SL rise/climate change - what impact would this have on the barrier beach form (SSSI interest feature) ? <p>We still need to define the area that is HTL. There is a need to explain what HTL might mean here – if it is through current natural processes, then that is OK re WHS and NE</p> <ul style="list-style-type: none"> Natural England - Would it not be possible to have a policy of NAI for the next 20 years for 8.3? There is no current risk to the town - is there? And the existing 'defences' you refer to are really just the beach - the gabions rise no more than about 50cm above beach level at the E end and fall to zero where they are not backed by cliffs. <p>Because of the SSSI designation (and I assume WHS) we would want to ensure that whatever HTL options you have in mind here were the least damaging to the geomorphology of the beach.</p> <p>We would like to see where the boundary between these 2 units lies - can you confirm? We would not</p>	<p>Defences at present are buried by healthy beach levels.</p> <p>This unit is considered to cover the extent of existing defences only, and not an extension to them.</p>

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
													wish to see a HTL policy extend beyond the E edge of Jubilee Park where the prom peters out (SY06078167) and further E would be preferable.	
8.	4	Budleigh Salterton (West) to Straight Point	Do Nothing	NAI	NAI	NAI								
POLICY SCENARIO AREA = STRAIGHT POINT TO HOLCOMBE														
9.	1	Straight Point to Orcombe Rocks	Do Nothing	NAI	NAI	NAI				NAI	NAI	NAI	• Natural England - agree that Exe Estuary Coastal Management Study policies should be used form Straight Point to Langstone Rock.	Comments considered in policy appraisal.
9.	2	Orcombe Rocks to Maer Rocks	Selectively Hold The Line	HTL	HTL	HTL				HTL	HTL	HTL		
9.	3	The Maer	Selectively Hold The Line	HTL	MR	MR				HTL	HTL	HTL		
9.	4	Octagon to Exmouth slipway	Selectively Hold The Line	HTL	HTL	HTL				HTL	HTL	HTL	• Exmouth Citizen's Forum - East Devon DC seeking to build on open land on the seafront - these buildings would need more flood protection and may actually make flooding worse (these open areas currently absorb considerable amounts of sea water).	Comments considered in policy appraisal.
9.	5	Exmouth Spit	Selectively Hold The Line	HTL	HTL	HTL				HTL	HTL	HTL		
9.	6	Exe Estuary - Exmouth (west)	N/A	HTL	HTL	HTL				HTL	HTL	HTL	• Exmouth Citizen's Forum - Asda are seeking to build a new stoke in this area; Opposed to this as would require much greater flood protection in the future. Would prefer to keep this open land (designated RAMSAR site) with appropriate flood protection.	Comments considered in policy appraisal.
9.	7	Exe Estuary - Exmouth (west) to Lypstone	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	8	Exe Estuary - Lypstone	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	9	Exe Estuary - Nutwell Park	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	10	Exe Estuary - Lypstone Commando	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	11	Exe Estuary - Exton	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	12	Exe Estuary - Exton to Lower Clyst	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	13	Exe Estuary - Clyst Bridge to Railway	N/A	MR	MR	MR				MR	MR	MR	• W Trout & Son Boat Builders - If managed realignment means letting selective banks go, flooding of the Topsham Clyst St George road will occur followed by the need for an extensive clean up and possibly undermining of the road, Fasters Mill and the Bridge	MR is presently being investigated as part of a separate study that will consider in much greater detail the implications of implementing any such policy.

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
													Inn, with detrimental social and economic effects. Topsham/Exmouth road is one of the busiest in the county for its size. The road is one of only two accesses to Exeter. The road is the best access for working and shopping at Marsh Barton side of Exeter. Once started, possible knock-on effect up Clyst to Clyst St Mary and dual carriageway to M5 and village of Clyst St Mary. This will only benefit birds - can not see any benefit and only problems if banks realigned.	
9.	14	Exe Estuary - Topsham	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	15	Exe Estuary - M5 (east) to St James' Weir	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	16	Exe Estuary - Topsham Sludge beds	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	17	Exe Estuary - St James' Weir to M5 (west)	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	18	Exe Estuary - M5 (west) to Turf Lock	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	19	Exe Estuary - Turf Lock to Powderham	N/A	HTL	MR	MR				HTL	HTL	HTL	<ul style="list-style-type: none"> W Trout & Son Boat Builders - This will only benefit birds - can not see any benefit and only problems if banks realigned. 	Comments considered in policy appraisal. Any scheme to implement MR in this area would be subject to much more detailed study and planning applications.
9.	20	Exe Estuary - Powderham (south)	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	21	Exe Estuary - Starcross	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	22	Exe Estuary - Cockwood	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	23	Exe Estuary - Cockwood to The Warren	N/A	HTL	HTL	HTL				HTL	HTL	HTL		
9.	24	Dawlish Warren (East - distal end)	Selectively Hold The Line	HTL	MR	MR				HTL	HTL	HTL	<ul style="list-style-type: none"> W Trout & Son Boat Builders - This area is very actively changing at present – with fairly unknown consequences. The area needs active, constant management/realignment to avoid complete breakdown whatever the costs, as the loss of the Warren to the estuary would have huge social and economic consequences for the communities upstream and railway/road communications. Dawlish Town Council - Dawlish Warren needs to be protected at all costs. Dawlish and Dawlish Warren need regeneration; joined up thinking would provide a 	Comments considered in policy appraisal. More detailed studies of Dawlish Warren are currently being undertaken to look at some of these issues.

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
													wide promenade between Dawlish and Dawlish Warren to protect the railway line; Construct a marina at Langstone Rock; provide a road from Dawlish to Exeter on the seaward side; maintain existing groynes (to a higher standard); offshore system of breakwaters and/or groynes; A pier for boats and ships at Dawlish. • Dawlish Warren Tourism - HTL is obvious option to help protect Dawlish Warren beach and also inner parts of the Exe.	
9.	25	Dawlish Warren (Central - gabion defences)	Selectively Hold The Line	HTL	MR	MR				HTL	HTL	HTL		
9.	26	Dawlish Warren (West - hard defences)	Selectively Hold The Line	HTL	HTL	HTL				HTL	HTL	HTL		
9.	27	Langstone Rock to Coryton Cove	Selectively Hold The Line	HTL	HTL	HTL				HTL	HTL	HTL	• Natural England - Disagree with your statement that "It is unlikely that, even if the railway were to be re-routed inland, anything other than HTL would occur along the Dawlish frontage SW of Langstone Rock". There is a stretch between Langstone Rock and Dawlish where there are no assets other than the railway and where the SSSI cliffs would benefit from the restoration of natural coastal processes. Same argument applies Coryton cove to Holcombe and to all other units south/westward which have the railway as the only sizeable asset.	Comment noted regarding statement. However, railway link is crucial for the whole region and so a policy of HTL is the correct one. Network Rail is currently investigating how to achieve this into the future.
9.	28	Coryton Cove to Holcombe	Selectively Hold The Line	HTL	HTL	HTL				HTL	HTL	HTL		
POLICY SCENARIO AREA = HOLCOMBE TO HOPE'S NOSE														
10.	1	Holcombe to Sprey Point	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL		
10.	2	Sprey Point	Selectively Hold The Line	HTL	HTL	HTL	MR	HTL	HTL	HTL	HTL	HTL		
10.	3	Sprey Point to Teignmouth Pier	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL		
10.	4	Teignmouth Pier to The Point	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL		
10.	5	Teign Estuary - The Point to Teignmouth and Shaldon Bridge	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL		
10.	6	Teign Estuary - North Shore (Teignmouth and Shaldon Bridge)	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	• Natural England - There is an area of saline lagoon forming behind the railway along part of this stretch. (Owner not receptive to offers of survey.) We would not wish to see opportunities for habitat creation of	Comments considered in policy appraisal. Railway is key transport link for the wider region, and so HTL is likely to be the correct policy as Network Rail are

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
		to Passage House Hotel)											<p>this sort being lost through a blanket HTL policy.</p> <p>You have taken this approach, NAI and MR, which NE supports even though they conflict with CFMP policy, in your Scenario Bs for 10.7 and 10.9 but not along any part of this unit.</p>	<p>charged with maintaining the existing line and not realigning it.</p> <p>Opportunities for habitat creation may be provided further up the estuary where MR is considered.</p>
10.	7	Teign Estuary - Passage House Hotel to Kingsteignton Road Bridge	Selectively Hold The Line	HTL	HTL	HTL	HTL	MR	MR	HTL	HTL	HTL		
10.	8	Teign Estuary - Kingsteignton and Newton Abbot	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL		
10.	9	Teign Estuary - South Shore (Newton Abbot to Shaldon)	Selectively Hold The Line	HTL	HTL	HTL	NAI	NAI	NAI	HTL	HTL	HTL		
10.	10	Teign Estuary - Shaldon	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL		
10.	11	Shaldon (The Ness) to Maidencombe (North)	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
10.	12	Maidencombe	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL	<ul style="list-style-type: none"> • Natural England - Scenario C - NE would not wish to see defences in this unspoilt area. <p>(Wouldn't they be a false economy as would lead to beach loss and then loss of appeal of settlement and tourism interest?)</p>	<p>Comments considered in policy appraisal. Structures here are for beach access, so may not be required in longer term as sea level rise causes loss of beaches.</p>
10.	13	Maidencombe (South) to Watcombe Head	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
10.	14	Watcombe	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL		
10.	15	Watcombe to Petit Tor Point	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
10.	16	Petit Tor Point to Walls Hill	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	MR	HTL	HTL	HTL		
10.	17	Walls Hill	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
10.	18	Anstey's Cove	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	<ul style="list-style-type: none"> • Torbay Council - at Anstey's Cove, there is a substantial sea wall at this location built in the early 1950's which protects the promenade, café, beach huts and land behind. 	<p>HTL considered in policy appraisal.</p>
10.	19	Anstey's Cove to Hope's Nose	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		

Possible Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken		
		0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year				
POLICY SCENARIO AREA = HOPE'S NOSE TO BERRY HEAD (TOR BAY)														
11.	1	Hope's Nose to Meadfoot Beach (East)	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI				<ul style="list-style-type: none"> Natural England - NE would obviously support the Scenario B options for MR. <p>It is interesting that you don't consider these as Scenario A since the economic prosperity of Torbay depends to a large part on its seaside tourism industry and with your Scenario As this will cease as the beaches are lost?</p> <p>(The Tor Bay area is also likely to be included in a large new marine pSAC and it is one of the few areas within that site where the interest features - sea caves, reefs and sub-tidal sand banks - occur just off the coast. Obviously you do not have to consider this at present as there is no pSAC but if this is proposed prior to completion of the SMP it may affect some of the policies in this area which would otherwise be damaging.)</p>	Comments considered in policy appraisal.
11.	2	Meadfoot Beach	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	MR				<ul style="list-style-type: none"> Torbay Council - This section includes Meadfoot Beach sea wall - this section should be HTL. 	Comments considered in policy appraisal.
11.	3	Meadfoot Beach (West) to Beacon Cove	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI					
11.	4	Beacon Cove to Torre Abbey Sands (Torquay Harbour)	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL					
11.	5	Torre Abbey Sands	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	MR					
11.	6	Corbyn's Head	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI					
11.	7	Livermead Sands	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL					
11.	8	Livermead Head	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI					
11.	9	Hollicombe Beach	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	MR					
11.	10	Hollicombe Head	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI					
11.	11	Hollicombe Head to Roundham Head	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	MR					
11.	12	Goodrington Sands	Selectively Hold The	HTL	HTL	HTL	HTL	MR	MR					

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
			Line											
11.	13	Goodrington Sands to Broadsands	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI					
11.	14	Broadsands	Selectively Hold The Line	HTL	HTL	HTL	HTL	MR	MR					
11.	15	Broadsands to Churston Cove (East)	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI					
11.	16	Churston Cove (East) to Shoalstone Point	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL					
11.	17	Shoalstone Point to Berry Head	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI					
POLICY SCENARIO AREA = BERRY HEAD TO BLACKSTONE POINT														
12.	1	Berry Head to Sharkham Point	Do Nothing	NAI	NAI	NAI								
12.	2	Sharkham Point to Kingswear (South)	Do Nothing	NAI	NAI	NAI								
12.	3	Dart Estuary - Kingswear (South) to Waterhead Creek	N/A	HTL	HTL	HTL						<ul style="list-style-type: none"> • Natural England - Do not agree that this should be HTL throughout. <p>Much is steep sided so NAI would be fine - suggest where this is the case the policy is changed. There are also some places where MR is an option - e.g. at Sharkham Point where there is an existing sea wall breach and salt marsh is developing.</p> <p>Whole estuary would benefit from more detailed consideration and additional units to accurately reflect options for NAI and MR.</p>	<p>Comments considered in policy appraisal.</p> <p>The policy appraisal includes more detail on exact interpretation of CFMP policy within the estuary, which is to hold existing defences only, whilst allowing areas that are currently undefended to continue to be undefended (NAI).</p>	
12.	4	Dart Estuary - Waterhead Creek to Greenway Viaduct	N/A	HTL	HTL	HTL						<ul style="list-style-type: none"> • South Hams DC - Galmpton and Stoke Gabriel - both have defences - private houses and commercial property affected. 	Comments considered in policy appraisal.	
12.	5	Dart Estuary - Greenway Viaduct to Totnes South (east bank)	N/A	HTL	HTL	HTL								
12.	6	Dart Estuary - Totnes	N/A	HTL	HTL	HTL								
12.	7	Dart Estuary - Totnes South (west bank) to	N/A	HTL	HTL	HTL						<ul style="list-style-type: none"> • South Hams DC - Bow Bridge, Cornworthy, Dittisham - all have existing defences and property at risk. Highway is subject to flooding at Bow. Primary route 	Comments considered in policy appraisal.	

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
		Dartmouth (North)											out to main road.	
12.	8	Dart Estuary - Dartmouth (North) to Halfide Rock	N/A	HTL	HTL	HTL								
12.	9	Dart Estuary - Halfide Rock to Blackstone Point	N/A	HTL	HTL	HTL							<ul style="list-style-type: none"> • South Hams DC - Castle Cove in SHDC ownership. Unstable cliffs support listed structures, castle ramparts, car park, public right of way. Very important issue to Dartmouth residents - action required. 	Comments considered in policy appraisal.
POLICY SCENARIO AREA = BLACKSTONE POINT TO START POINT														
13.	1	Blackstone Point to Stoke Fleming	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI					
13.	2	Stoke Fleming to Blackpool Sands	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI					
13.	3	Blackpool Sands	Selectively Hold The Line	HTL	MR	HTL	MR	NAI	NAI				<ul style="list-style-type: none"> • (unattributed comment received) - Blackpool Sands have continued to build up since the provision of concrete revetment. The A379 has previously been closed following cliff falls and DCC have had to build significant retaining structures. 	Comments considered in policy appraisal.
13.	4	Blackpool Sands to Strete	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI					
13.	5	Strete to Torcross North (Slapton Sands)	Selectively Hold The Line	HTL	HTL	MR	MR	NAI	NAI				<ul style="list-style-type: none"> • (unattributed comment received) - Slapton Line Partnership is working closely with local residents and businesses to try and design a future for the community should the shingle ridge breach. SHDC are hoping to rebuild the shingle bastions this autumn. • South Devon and Channel Shell Fisheries Association - we have serious issues with MR in 50 to 100 years at Slapton Sands. (follow up letter) - Hold the Line using boulders strongly thought beneficial as loss of road would be significantly detrimental to economy of the area; also, storm events damaging the road by undermining occur very rarely. • Natural England - Agreed policy is NAI on coast not MR (MR related to road not coastline). This NAI policy is signed up to by SHDC, DCC and NE (see Scott Wilson Report) 	<p>Comments considered in policy appraisal.</p> <p>Need to balance conflicting interests. The future of road access is crucial.</p> <p>MR would allow any breaches or road undermining events that occur to be repaired using beach management. NAI would not allow this. It is felt MR is more appropriate until the issue of future road access is addressed.</p>
13.	6	Torcross North to Limpet Rocks	Selectively Hold The Line	HTL	HTL	MR	MR	NAI	NAI					
13.	7	Limpet Rocks to Tinsey Head	Selectively Hold The Line	HTL	MR	NAI	MR	NAI	NAI				<ul style="list-style-type: none"> • Natural England - Needs splitting into further units: Limpet Rock to Beesands should be NAI ASAP as only 	Comments considered in policy appraisal, which provides more detail on how this would work along this section as a whole.

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
													providing access to 6 houses. Separate unit for Beesands with HTL then MR. Separate unit Beesands to Tinsley Head NAI.	
13.	8	Tinsey Head to Start Point	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI					
POLICY SCENARIO AREA = START POINT TO BOLT HEAD														
14.	1	Start Point to Prawle Point	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL	<ul style="list-style-type: none"> Amanda Newsome (Natural England) - Scenario C - This stretch is AONB and SSSI (and likely to be marine SAC in future) therefore NE likely to oppose any defences. 	HTL in scenario C is only to test the impact of allowing existing defence at Lannacombe to be maintained. It is not intended for the whole of this section.
14.	2	Prawle Point to Limebury Point	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
14.	3	Salcombe Harbour (Limebury Point to Kingsbridge Estuary - Scoble Point)	Selectively Hold The Line	HTL	HTL	HTL	HTL	NAI	NAI	HTL	HTL	HTL	<ul style="list-style-type: none"> Natural England - Do not agree that this should be HTL throughout. Much is steep sided so NAI would be fine - suggest where this is the case the Scenario A policy is changed to Scenario B. 14.3 Don't support HTL throughout East Portlemouth e.g. Small's Cove/Mill Bay and South Pool. Whole estuary would benefit from more detailed consideration and additional units to accurately reflect options for NAI and MR. 	Comments considered in policy appraisal. The policy appraisal includes more detail on exact interpretation of CFMP policy within the estuary, which is to hold existing defences only, whilst allowing areas that are currently undefended to continue to be undefended (NAI).
14.	4	Kingsbridge Estuary East (Scoble Point to Kingsbridge)	Selectively Hold The Line	HTL	HTL	HTL	NAI	NAI	NAI	HTL	HTL	HTL	<ul style="list-style-type: none"> (unattributed comment received) - Southpool, Frogmore, West Charlton (Napoleonic wall), Bowcombe, East Portlemouth - all have properties fronting the estuary. Some creek heads have highway implications. Natural England - Do not agree that this should be HTL throughout. Much is steep sided so NAI would be fine - suggest where this is the case the Scenario A policy is changed to Scenario B. 14.4 Assume HTL refers only to built up areas? Add new units for these small stretches and everything else should be NAI. Whole estuary would benefit from more detailed consideration and additional units to accurately reflect options for NAI and MR. 	Comments considered in policy appraisal. The policy appraisal includes more detail on exact interpretation of CFMP policy within the estuary, which is to hold existing defences only, whilst allowing areas that are currently undefended to continue to be undefended (NAI).
14.	5	Kingsbridge Estuary - Kingsbridge	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL		

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
14.	6	Kingsbridge Estuary West (Kingsbridge to Snapes Point)	Selectively Hold The Line	HTL	HTL	HTL	NAI	NAI	NAI	HTL	HTL	HTL		
14.	7	Salcombe (Snapes Point to Splat Cove Point)	Selectively Hold The Line	HTL	HTL	HTL	HTL	MR	MR	HTL	HTL	HTL	<ul style="list-style-type: none"> • Natural England - Do not agree that this should be HTL throughout. <p>Much is steep sided so NAI would be fine - suggest where this is the case the Scenario A policy is changed to Scenario B.</p> <p>14.7 There are also some places where MR is an option - e.g. North Sand - MR - v ecologically sensitive area.</p> <p>Whole estuary would benefit from more detailed consideration and additional units to accurately reflect options for NAI and MR.</p>	<p>Comments considered in policy appraisal.</p> <p>The policy appraisal includes more detail on exact interpretation of CFMP policy within the estuary, which is to hold existing defences only, whilst allowing areas that are currently undefended to continue to be undefended (NAI).</p>
14.	8	Splat Cove Point to Bolt Head	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
POLICY SCENARIO AREA = BOLT HEAD TO WEMBURY HEAD														
15.	1	Bolt Head to Bolt Tail	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
15.	2	Bolt Tail to Thurlestone Rock	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL	<ul style="list-style-type: none"> • (unattributed comment received) - Retaining walls protect the highway leading to Inner Hope (DCC?). South Milton Sands - part private, part National Trust. Rock armour to former. Managed retreat started on latter. 	Comments considered in policy appraisal.
15.	3	Thurlestone Rock to Warren Point	Selectively Hold The Line	HTL	MR	NAI	MR	MR	NAI	HTL	MR	NAI	<ul style="list-style-type: none"> • National Trust - Line 194 Thurlestone Rock to Warren Point; currently suggests Hold The Line & there is no mention of local issues. As you are aware we are adopting a policy of Managed Realignment (MR) at our property at South Milton Sands & it is important that the SMP reflects/supports this. In addition there have been some worrying activities by developers, etc, who are randomly allowed to put in rock armour & construct completely unsustainable developments, etc. I would hope we could move more in the direction of No Active Intervention (NAI) or MR, certainly in the 20 to 50 year timeframe across this cell. 	Comments considered in policy appraisal.
15.	4	Warren Point to Avon Estuary (East)	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
15.	5	Avon Estuary Mouth (East) to Warren Point (Bigbury-on-Sea)	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
15.	6	Avon Estuary	N/A	MR	MR	MR	MR	MR	MR	MR	MR	MR	<ul style="list-style-type: none"> • (unattributed comment received) - Tidal road between Aveton Gifford and St Ann's Chapel. Bantham Dairies. 	<p>Comments considered in policy appraisal.</p> <p><i>Note. Following the KSFs in November 2008, the Avon</i></p>

Possible Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken		
		0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year				
													<ul style="list-style-type: none"> Aune Conservation Association - Erosion and infilling of Bantham Harbour is now known to come from ingress of sand from seaward of the entrance). Believe groynes built in 1920s and 30s (now lost) just outside entrance should be re-instated to stop this infilling of the harbour. 	<i>Estuary was split into a number of smaller units for policy appraisal.</i>
15.	7	Warren Point (Bigbury-on-Sea) to Challaborough (West)	Selectively Hold The Line	HTL	HTL	MR	HTL	HTL	MR	HTL	HTL	MR		
15.	8	Challaborough (West) to Wembury Head	Selectively Hold The Line Do Nothing (towards Wembury Head)	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
15.	9	Erme Estuary	N/A	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL		<i>Note. Following the KSFs in November 2008, the Erme Estuary was split into a number of smaller units for policy appraisal.</i>
15.	10	Yealm Estuary	N/A	MR	MR	MR	MR	MR	MR	MR	MR	MR	<ul style="list-style-type: none"> (unattributed comment received) - Noss Mayo, Newton Ferrers - far more property at risk than Erme estuary - why not HTL? Natural England - We would expect to see MR at least in the Scenario B as per Avon and Yealm estuaries. <p>Within Erme there are already some areas of MR where a breach is not causing any adverse impacts (being funded through HLS).</p> <p>May want a couple of small sections of HTL to protect settlements such as Newton Ferrers?</p>	<p>Comments considered in policy appraisal.</p> <p><i>Note. Following the KSFs in November 2008, the Yealm Estuary was split into a number of smaller units for policy appraisal. This includes appraising HTL at Newton Ferrers and Noss Mayo.</i></p>

POLICY SCENARIO AREA = WEMBURY HEAD TO DEVIL'S POINT

16.	1	Wembury Head to Mount Batten Breakwater	Selectively Hold The Line	NAI	NAI	NAI							<ul style="list-style-type: none"> Maritime Plymouth - Wembury could merit being a unit in its own right (also Wembury Head should be Wembury Point) 	Changed in policy appraisal (and all other documents).
16.	2	Plym Estuary - Mount Batten Breakwater to Marsh Mills	N/A	HTL	HTL	HTL								
16.	3	Plym Estuary - Marsh Mills to Coxside	N/A	HTL	HTL	HTL								
16.	4	Coxside to Devil's Point	Selectively Hold The Line	HTL	HTL	HTL								

POLICY SCENARIO AREA = TAMAR ESTUARY

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
17.	1	Tamar Estuary - Devil's Point to Tamerton Lake	N/A	HTL	HTL	HTL								
17.	2	Tamar Estuary - Tamerton Lake to Gunnislake (upper Tamar Estuary East)	N/A	MR	MR	MR								
17.	3	Tamar Estuary - Gunnislake to Saltash North (upper Tamar Estuary West)	N/A	MR	MR	MR							<ul style="list-style-type: none"> • Caradon DC - MR policy may be rejected due to public objections, as happened to a recent National Trust planning application to do just that. 	<p>Comments considered in policy appraisal.</p> <p>The policy appraisal includes more detail on exact interpretation of CFMP policy within the estuary, which is to hold existing defences only, whilst allowing areas that are currently undefended to continue to be undefended (NAI), or seeking to undertake MR in areas appropriate to do so.</p> <p>MR would be subject to more detailed study, and the fact that a planning application was rejected does not mean a policy should be discounted if it is the right option technically.</p>
17.	4	Tamar Estuary - Saltash	N/A	HTL	HTL	HTL								
17.	5	Tamar Estuary - River Lynher (Saltash South to Torpoint North (Jupiter Point))	N/A	MR	MR	MR							<ul style="list-style-type: none"> • Tamar Valley AONB - There seems to be a rather blunt approach to the rural Tamar Estuary north of the Tamar Bridge that fails to distinguish the difference between undeveloped shores and riverside quays and communities. These sections need to be broken down with the residential areas such as Cargreen, Calstock and Bere Ferrers given separate numbers. They could then be given different scenarios to give them time to adapt. i.e. HTL for the first 20 years, then MR. There are also important structures along the shore that are designated now as part of the Cornish Mining World Heritage Site – Morwellham Quay being a prime example. These also need a more subtle approach. <p>We would support a policy of MR or NAI elsewhere in the estuary and in the Lynher and Tavy tributaries where there are potentially habitat and landscape gains from a policy of managed realignment, recreation of wetlands on current farmland etc.</p>	<p>Comments considered in policy appraisal.</p> <p>The policy appraisal includes more detail on exact interpretation of CFMP policy within the estuary, which is to hold existing defences only, whilst allowing areas that are currently undefended to continue to be undefended (NAI), or seeking to undertake MR in areas appropriate to do so.</p>
17.	6	Tamar Estuary - Torpoint North (Jupiter Point) to Torpoint South (Landing Stage)	N/A	HTL	HTL	HTL								
17.	7	Tamar Estuary - St John's Lake (Torpoint South (Landing Stage) to Millbrook (Mill Farm))	N/A	MR	MR	MR							<ul style="list-style-type: none"> • British Marine Federation South West - This area should be broken up again into St John's Lake. Torpoint South to Insworke Point – Managed Realignment correct policy as this is a SSSI. Insworke Point to Mill Farm – Policy should be considered as Hold the Line as up to 30 properties may be affected. 	<p>Comments considered in policy appraisal.</p> <p>The policy appraisal includes more detail on exact interpretation of CFMP policy within the estuary, which is to hold existing defences only, whilst allowing areas that are currently undefended to continue to be undefended (NAI), or seeking to undertake MR in areas appropriate to do so.</p>

Possible Policy Unit			SMPI Policy	Scenario A			Scenario B			Scenario C			Feedback/Comments Received (from EMF/KSFs)	Responses/Actions Taken
				0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year	0-20 year	20-50 year	50-100 year		
17.	8	Tamar Estuary - St John's Lake (Millbrook (Mill Farm) to Millbrook (Hancock's Lake))	N/A	MR	MR	MR							<ul style="list-style-type: none"> British Marine Federation South West - This should be labelled Millbrook Lake not St John's Lake. There is a flood alleviation dam in this area, built at great cost to protect Millbrook Village centre – the policy should be Hold The Line 	Comments considered in policy appraisal. The policy appraisal includes more detail on exact interpretation of CFMP policy within the estuary, which is to hold existing defences only, whilst allowing areas that are currently undefended to continue to be undefended (NAI), or seeking to undertake MR in areas appropriate to do so.
17.	9	Tamar Estuary - St John's Lake (Millbrook (Hancock's Lake) to Palmer Point	N/A	MR	MR	MR							<ul style="list-style-type: none"> British Marine Federation South West - There is a maintained highway that is at flood risk along most of this section with some residential properties also at risk. Perhaps should also be Hold the Line. 	Comments considered in policy appraisal. The policy appraisal includes more detail on exact interpretation of CFMP policy within the estuary, which is to hold existing defences only, whilst allowing areas that are currently undefended to continue to be undefended (NAI), or seeking to undertake MR in areas appropriate to do so.
17.	10	Tamar Estuary - Palmer Point to Mount Edgcumbe (Cremyll)	N/A	HTL	HTL	HTL							<ul style="list-style-type: none"> Natural England - 17.9 - Palmer Point to Mt Edgcumbe Should be NAI and Not HTL 	Comments considered in policy appraisal. The policy appraisal includes more detail on exact interpretation of CFMP policy within the estuary, which is to hold existing defences only, whilst allowing areas that are currently undefended to continue to be undefended (NAI), or seeking to undertake MR in areas appropriate to do so.
POLICY SCENARIO AREA = MOUNT EDGCUMBE TO RAME HEAD														
18.	1	Mount Edgcumbe to Picklecombe Point	Selectively Hold The Line	NAI	NAI	NAI				NAI	NAI	NAI		
18.	2	Fort Picklecombe	Selectively Hold The Line	NAI	NAI	NAI				HTL	HTL	HTL		
18.	3	Picklecombe Point to Kingsand	Selectively Hold The Line	NAI	NAI	NAI				NAI	NAI	NAI		
18.	4	Kingsand/Cawsand	Selectively Hold The Line	HTL	HTL	HTL				HTL	HTL	HTL		
18.	5	Cawsand to Rame Head	Do Nothing	NAI	NAI	NAI				NAI	NAI	NAI		

Annex B.4 – Responses from Public Consultation and Actions Taken

The table below presents the comments received on the draft SMP2 as a result of the public consultation process. Comments have been grouped by either section of report to which they relate and/or specific policy units. Against each comment is the response and/or action taken by the project team.

Please note, individual contributors names and positions are not published in this consultation draft. Please also note that the policy unit names and numbers shown as section headers relate to the conventions as they were at the time of the consultation draft. These have been amended in some areas and may not directly correlate to the revised policy unit names and numbers included in the final SMP.

General Comments

Comments from?	Comments	Proposed Action/Response
Natural England	An Appropriate Assessment is required for plans or projects that will have a likely significant effect on a European site. An Appropriate Assessment would not be required if natural change is occurring.	Appropriate Assessment had not been procured at the time of the consultation draft SMP being issued. However this has now been procured and the draft AA and is now included in the final SMP. This is to be finalised in due course following further discussions with Natural England.
RSPB	In our view an appropriate assessment is needed.	Appropriate Assessment had not been procured at the time of the consultation draft SMP being issued. However this has now been procured and the draft AA and is now included in the final SMP. This is to be finalised in due course following further discussions with Natural England.
RSPB	SMP offers potential for contributing to delivery of UK Biodiversity Action Plan targets; suggest there is a need to assess and quantify potential losses and gains of habitat, against timescales, as part of SMP process.	It is not possible to quantify losses and gains as the level of detail at the SMP level is not available. Would be looked at if there is a more detailed Strategy Study following the SMP.
Devon County Council and Dorset County Council	There should be mention in the report of the issue of the quantity of significant, but non-designated, historic environment interests in the SMP area. As it stands, the report does not refer to non-designated, but important, historic and archaeological sites and landscapes.	With the exception of the Theme Review & Scoping Documents, we should only be including nationally significant non-designated archaeological sites as we scoped regional and local sites out of further assessment. We have updated Section D5.2 of Appendix D 'SEA Baseline Environment Report' to include more detail on the historic environment in each section of coast.
Devon County Council	Level of information the SMP contains and the scale of mapping doesn't always readily assist determining where a policy relates to and how it has been determined; recommended more discussion and analysis is included in the plan to explain the policies.	Policy maps have been amended to make it clearer to view data. We have also added further explanatory detail into the introduction at the beginning of section 5, noting that information is also contained within the supporting appendices.
Devon County Council	Full economic value of tourism and infrastructure should be included in SMP.	This is outside of SMP guidance. Information of this kind is not readily available but would need to be considered in detail at strategy level.
Dorset County Council	Would suggest that where a change in SMP policy from 'Hold the Line' to 'No Active Intervention' or 'Managed Realignment' results in loss of property, reasonable incentives or grants should be available prior to or following a catastrophic loss of property if the property was purchased at a time when the policy was to defend the coastline.	This is a high level government decision, and not within the SMP remit. However the need for consideration of this is stated in section 4.3.
Dorset County Council	Need to mention more about using 'sympathetic design' in defence to defend in environment.	This is not within the SMP remit. Structure design is determined at strategy/scheme stage. The SMP is there to advise on policy and has only made assumptions regarding the generic type of defence to inform those developing more detail.
World Heritage Site/ Dorset County Council	Concerned that erosion rates, in places, are overstated or perhaps over simplistic (e.g. Seatown, West Bay, Black Ven, Stonebarrow and St Gabriels, Kimmeridge, Gad Cliff, Lulworth, Osmington, Bowleaze Cove, Burton Bradstock, Watton Cliff and Eype, The Undercliffs (Lyme), Seaton – Seaton Hole and Budleigh Salterton.	The approach to mapping is consistent with the approach used in the National Coastal Erosion Risk Mapping Project (NCERM). The erosion rates we have used in the SMP are based upon review of available data and methods used to predict future retreat in NCERM. We also used more detailed predictions in specific areas when making our assessment but it is not possible to map here consistently.
World Heritage Site/ Dorset County Council	Suggests establish a 'Peer review' group to review problematic sections to derive erosion risk areas; parts of the coast are too complex to model in any other way.	We have included a recommendation in the action plan for more monitoring of cliffed areas, including the possibility of establishing a peer review group to assess risk in more complex areas.
Environment Agency	Need to ensure and demonstrate compatibility with objectives of the plans of partners (e.g. World Heritage Site Management Plan – currently being revised).	We have added an explicit statement in the main document about this. We have also reviewed and updated the theme review, issues and objectives tables and SEA appendices to ensure this is adequately covered.
Environment Agency	Where shown to be necessary by consultation process, work on policy statements to ensure that the position adopted can be explained succinctly and it is clear how decision was arrived at.	We have reviewed all policy statements to ensure that they clearly explain the policies and associated justification.
Environment Agency	Need to clearly identify in the plan where strategies and studies post SMP adoption are needed – to take into Action Plan	The Policy Statements have been reviewed to ensure they clearly identify areas where more detailed study is needed and these have been carried forward into the action plan.
Environment Agency	Final document needs to be 'Plain English'.	The main document has been reviewed to ensure that it clearly and succinctly explains the SMP and its policies but necessarily including adequate technical detail.
Individual, Lyme Regis	(6a13~ 6a32) – This area is very unstable but the towns and villages must not be allowed to “drop in the sea”. Early preventative work is needed to maintain the economy of the area. This sea defence must be maintained and improved.	Assessments have not shown it to be feasible to continue defending all areas along the frontage stated indefinitely. Comments are noted but no further action is required.

Comments from?	Comments	Proposed Action/Response
Country Land and Business Associations	SMP proposals in current form lack consideration of several key issues. SMP should be viewed as a means of managing a dynamic physical process and guiding future decision making; not be an exercise to Application of current government funding formulae.	The SMP has considered all issues and objectives, as well as the coastal processes. This is the basis for the preferred plan but existing treasury rules, as defined by Defra's guidance (Defra, 2006), also have to be observed.
Country Land and Business Associations	SMP appears to ignore potential land based enterprises, especially for businesses. These are potentially threatened under policies, No Active Intervention which appears to be the preferred option along several stretches of rural coast.	Consideration of impacts on farmland forms part of the SMP appraisal process, but often there is not a strong economic case and this SMP review has also considered other factors such as the environment. The impacts on businesses is not considered in the SMP economics as there is a lack of available data to do this consistently across an SMP area. Such issues as these should be looked at as part of more detailed strategy studies and schemes.
Country Land and Business Associations	If future coastal flooding is to be diverted to farmland to protect other areas then a system to adequately compensate farm businesses affected for losses in productive capacity needs to be put in place.	It is not within the SMP remit to address compensation issues. Note, however, that Section 4.3 deals with the need to address such concerns.
Country Land and Business Associations	Suggest additional objective be used in policy appraisal: "To maintain the productive and environmental capacity of farmland and the wider countryside".	We disagree and feel the existing objectives relating to environment and agricultural land already cover these features adequately
Country Land and Business Associations	Country Land and Business Associations sets out an alternative 10 point plan for developing coherent and purposeful flood and coastal defence policy that it feels would improve the quality of all SMP's.	Comments noted and will be passed on to Defra for future consideration.

Comments Relating to Mapping

Comments from?	Comments	Proposed Action/Response
Environment Agency	Appendix C No Active Intervention maps not clear.	The NAI maps have been amended to only show 'upper No Active Intervention' limits on all Policy Unit Maps.
Environment Agency	5g15 – Medium-term Policy is wrong on map compared to policy statement text	The map has been corrected to change text for 5g15 from 'Managed Realignment' to 'Hold the Line'
Environment Agency	6a18 and 6a19 boundary line needs to be moved a little northwards	The boundary line in the location mentioned has been amended along the lines suggested.
Environment Agency	6a42 and 6a43 boundary line needs to be moved.	We have moved the boundary at the location mentioned to be at the turning circle.
Environment Agency	6b08 – concern over potential Managed Realignment lines shown possibly not agreeing with Lower Clyst study.	The policy unit map in this area has been revised following further consideration.
Environment Agency	6b44 map is labelled wrongly compared to policy statement text.	We have amended the map to correctly reflect the policy in the supporting text.
Environment Agency and Devon County Council	Consider changing scale of maps so they are easier to see where is affected – therefore more maps!!?	We tested a range of possible options for improving the clarity of the maps and have revised the mapping accordingly.
Dorset County Council	6a21 unit name is confusing	We have changed the unit name to 'Monmouth Beach'
Dorset County Council	6a22 unit name is confusing	We have changed the unit name to 'Monmouth Beach to Seven Rock Point'
Dorset County Council	Update Overview Maps with revised Policy Unit boundaries (and Policy Unit labels)	The overview maps have been revised to account for changes in policy units between consultation draft and final SMP.
Dorset County Council	Need to ensure World Heritage Site is shown on all relevant maps and in the legend (where it occurs)	We have revised the mapping to ensure the world heritage site extent is clearly visible.
Environment Agency	Ensure consistency on wording of "Potential Managed Realignment Sites" on Policy Unit maps	We have reviewed maps to ensure wording reads as 'Indicative potential managed realignment (subject to more detailed study)' where appropriate.
Dorset County Council	Clarity in legend that 'worst case erosion risk areas' are shown and should indicate level of confidence!?	We have removed 'low estimate' erosion lines from maps and clarified what erosion lines are shown in the map legends.
Dorset County Council	Need to explain where erosion lines do not move that this is the case	We have added explanation of this in the map legends.
Dorset County Council	5g20/5g21 – move boundary of unit	We have moved the boundary in the area mentioned to 'Kings Pier'.
Devon County Council	6b30 – show alternative Managed Realignment locations.	We have revised the potential 'Managed Realignment' line(s) shown on the map for this area.

Comments from?	Comments	Proposed Action/Response
English Heritage	There are differences in how data for Dorset, Devon and Cornwall is presented. Need to ensure 'red open circles/boxes' are included in legends. No conservation areas shown for Dorset or Devon, only Cornwall.	The differences are due to different data formats provided from different county councils. We have amended map legends to show all display types presented on the maps.
Devon County Council	Consider drawing 'lines' indicating Policy Unit being presented on each Policy Unit map.	We tried this and it made the maps look very messy. Therefore it was decided not to add such labels here.
Individual, Exmouth	6a45 – change unit name as is not accurate	We have amended the unit title to be "Harbour View to Exmouth Pier".
Natural England	6a44 – move boundary of unit	We have amended the eastern boundary of the unit mentioned.
Various	On all unit maps, amend legend to explain erosion lines flood zones shown.	We have amended the legend description for the erosion lines to read 'Predicted erosion zones with preferred policy'. We have changed legend text from 'Indicative Flood Plain' to read 'Environment Agency Flood Zone 2' (and explained this in the first part of Section 5 of the main SMP document).
Various	Where they occur on Policy Unit maps, change colour of 'Managed Realignment' lines so they are clearly differentiated from background mapping.	We have addressed this comment by amending the colour of the lines and also changing the background mapping to be in black and white.
Individual, Blackpool Sands	6b71 – boundaries should encompass A379 road to ensure local access is not lost.	We have moved both boundaries to encompass bits of the A379 that are at risk at erosion either side of Blackpool sands.
Dorset County Council	6a03 – possibly have transition zone between defended and undefended beach.	The unit mentioned has been split into 2 parts to make it clearer the different management intentions for each part.
Environment Agency	6b18 (Dawlish Warren) – not clear what is meant for inner side of Dawlish Warren.	A new policy unit and associated map has been added for the rear side of Dawlish Warren.
Natural England	6b75 (Beesands) – should split to reflect different characteristics along the coast in this area	The unit mentioned has been split into 2 parts to make it clearer the different management intentions for each part.
Environment Agency	6b27 – should split to reflect different characteristics along the coast in this area	The unit mentioned has been split into 2 parts to make it clearer the different management intentions for each part.

Comments Relating to Documentation

Main SMP Report

Comments from?	Comments	Proposed Action/Response
English Heritage	Pg 34 and Section 3.2.3 – States only a 'few sites are protected to statutory law'. This is incorrect if it refers to a whole study area. Data has been collected for the whole study area and a more specific quantification can be presented.	We have amended the text to more fully reflect the range of heritage assets within the study area.
English Heritage	Section 2.2.3 and Appendix E and I – The sea objectives developed for the SMP are limited to a single one for the historic environment. While we agree with this objective, we feel that the SMP has missed the opportunity to include other issues such as: <ul style="list-style-type: none"> Avoiding adverse impacts of sites/buildings; Taking opportunities that might be available for improving condition of sites; and Referring to sites of local and regional importance. We would wish to ensure that any appropriate opportunities are taken to benefit the historic environment or avoid damage to it.	Objectives were consulted on and agreed at an early stage. Potential impacts on historic environment have been considered in developing options and are highlighted in the implications tables. Therefore no further action is required.
English Heritage	Sections 4.2.5 and 4.2.3 – The historic environment may also be considered to be a receptor in relation to impacts on "Amenity and Recreational use" and "Landscape".	We have added text to explain this relationship in section 4.2.4.
Environment Agency	Section 1.1.3 (PU) and generally in document – Do not use 'retreat' to describe what 'Managed Realignment' involves as "Managed Realignment" can also encompass 'advance' (Appendix F, F3 has more appropriate wording).	We have reviewed the text and amended wording to address this comment where appropriate to do so. However, in areas where we do mean retreat (e.g. cliffs) the wording has not been changed.

Comments from?	Comments	Proposed Action/Response
Environment Agency	Section 1.3.1 – Needs to mention National Coastal Erosion Risk Mapping as a factor of change.	We have added to text about both the National Coastal Erosion Risk Mapping (NCERM) and Risk Assessment for Coastal Erosion (RACE) projects.
Environment Agency	Table 2.2 – Beaches mentioned under 'social and recreation' should also be included under economic. Electricity cables, sewers, water and gas mains, and telecom cables should be included under critical services.	We disagree. We feel that to include beaches in both areas effectively results in double counting. Many features could occur in several headings but we have only assigned them to one area to avoid this. We were not provided with utilities data across the SMP area so we could not consider them consistently in an explicit way. We have mentioned them explicitly where others have brought them to our attention within specific policy statements.
Environment Agency	Section 2.4 (pg 20) – Concern expressed at lack of an environmental report. A non- technical summary is required as part of the Strategic Environmental Assessment. Has this been produced?	Appendix I provides the Strategic Environmental Assessment report. The section of the main SMP mentioned has been re-worded this to make it clearer that this is the case. A non-technical summary was always programmed to be produced after draft consultation and has now been produced and included with the final SMP.
Environment Agency	Section 3.1, pg 22, 1st line – Replace 'retreating' with 'naturally eroding'.	We have amended text along the lines suggested.
Environment Agency	Section 3.2.2 – Consider describing impact of Sea Level Rise. We currently have a low tidal range so much of our infrastructure is at risk within the 1m predicted margin (e.g. Weymouth Harbour).	Amended text to clarify risk of sea level rise. Also depends on crest height of defences/infrastructure.
Environment Agency	Section 4.1.4 (pg 30 – 3 rd line) – Isle of Portland provides shelter from South Westerly winds, while Portland breakwaters protect the harbour from South Easterlies.	Amended Text (also consider comments from Portland Harbour Authority here).
Environment Agency	Section 4.1.5 (pg 31) – Need to make it clear that Chesil Beach is the coast and not the landward side of the Fleet.	Clarified text. The Fleet also forms part of the coastal unit; The Fleet is considered as being an 'estuary' in the plan scope.
Environment Agency	Section 4.2 (pg 37 – 1 st line) – replace "there will come a point" with "there may come a time". Add comment that frequency of flooding to property would not just cause damage but could cause risk to life.	Text states its "Management Policy". Will also add Portland Harbour North West shore to this text. Added to text.
Environment Agency	Table at foot of page 42 needs table number and in its correct form is ineffective due to number of pages it covers. Recommend running units left to right and are broken down into series of tables for each embayment.	Changed table in section 5.2.1 to be easier to read and direct to pages on which each policy statement can be found Note: Section 5.2.2; amended text to include more specific details implications of Managed Realignment policies.
Environment Agency	In Section 5 – Report refers to Biodiversity Action Plan Sites. These are natural and local level. In addition to SSSI's, numerous Country Wildlife Sites are part of the Biodiversity Action Plan sites and it is important that SMP recognises that policies may impact on them.	Biodiversity Action Plan's were not explicitly included in SMP appraisal due to insufficient information. However, SMP recognises potential biodiversity impacts but can not quantify them. Ensured County Wildlife Sites picked up in implications table where appropriate.

Appendix A

Comments from?	Comments	Proposed Action/Response

Appendix B

Comments from?	Comments	Proposed Action/Response

Appendix C

Comments from?	Comments	Proposed Action/Response
English Heritage	Section 3.2 – Refers to weight of ice during last Ice Age C. 125,000 years ago (BP). This figure needs correction as the last Ice Age took place from C. 80,000 – C. 10,000 years BP, with its maximum extension between C. 18,000 – 21000 years BP.	Reviewed text and amended. This was a typo that should have said 12,500.

Appendix D

Comments from?	Comments	Proposed Action/Response
English Heritage	Section D5 – Historic Environment (Cultural Heritage): Section is not a useful summary of the historic environment of area covered by SMP. It would benefit from a revision to include a list of all types of asset for which information has been gathered (Appendix J).	We have reviewed and revised text accordingly to include more information in Appendix D and Appendix L (previously Appendix J at time these comments were made). Additional information on non-designated archaeology has been included but further information is currently being sought from local authority curators (via English Heritage) and will be included in due course.
English Heritage	This should be followed by a brief statement describing the character of the resource along the coast. To do this, information in table 6.1.2 (Appendix E) could be drawn upon. This would be assisted by ensuring all designated assets are included in lists in Annex D5 and that the non-designated resource is qualified, so that reader can appreciate the nature of the resource.	We have included text discussing the historic environment in each section in more detail in the Theme Review.
English Heritage	Table 5.1 lists Registered Parks and Gardens, but no listed buildings, Conservation Areas or Wrecks (whether protected or otherwise). In contrast, Annex D5 lists SM's and nothing else.	We have updated this table to include numbers of Conservation Areas and Listed Buildings only. These have not been tabulated due to the high number present, however their locations are mapped. The number of wrecks is already shown in this section (over 500) and therefore it does not seem meaningful to tabulate them all in this report.
Environment Agency	Section D6 1.6 (pg 0 – 18) – Dawlish Warren (Greenland Lake) is not included on list of historic landfill.	We have added mention of this but this landfill is not shown on the landfill map on EA's website.
Environment Agency	Interest features for Plymouth Sound and the estuaries are incorrect. Every time it is mentioned here is a long life of fish species (e.g. Appendix D, Annex D2). The only fish designed for the Tamar is the Allis Shad <i>Alosa Alosa</i> . Correct interest features are to be found on the JNCC website.	We have reviewed the text and information available and amended accordingly to address this comment.

Appendix E

Comments from?	Comments	Proposed Action/Response
English Heritage	Table E.1.2 – Uses row title 'Scheduled Monuments and Heritage Assets', "Historic Environment Assets" is preferable.	We have changed the table title as suggested.
English Heritage	Section E26 – Refers to grade 2 and 3 listed buildings; Grade 3 doesn't exist, only 1,2 and 2*.	We have corrected the txt as suggested to address this comment.
English Heritage	Section E32 – Mentions Powderham Castle but not the Registered Park and Garden.	We have amended the text to address this comment.
English Heritage	Section E45 – 1 protected wreck is mentioned here, for first and only time in the document.	There are 706 historic wrecks within the SMP area and therefore these are not referenced individually within Appendix E. The protected wreck referenced in section E45 is the only protected wreck we hold data for in the data previously provided by English Heritage. We are seeking additional information to update heritage assessments with nationally significant non-designated sites and protected wrecks.
English Heritage	Section E45 – There are others within study area, notably in Plymouth Sound, which are omitted. Has the Historic Environment Record for Plymouth City been consulted?	Historic Environment Record for Plymouth not used as data is not readily available for SMP. There is currently no Historic Environment service for Plymouth and therefore no further work is possible on Plymouth data.

Appendix F

Comments from?	Comments	Proposed Action/Response
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Comments from?	Comments	Proposed Action/Response

Appendix G

Comments from?	Comments	Proposed Action/Response

Appendix H

Comments from?	Comments	Proposed Action/Response

Appendix I

Comments from?	Comments	Proposed Action/Response
English Heritage	<p>Would be helpful to have more specific details of the historic environment, assets that would be affected by each policy option – already done to an extent in Annex I.I, but level of detail is rather variable.</p> <p>Would be easier to appreciate the impact of policy options and check the data, if a comprehensive table was included. (similar to that given for ‘No Active Intervention’ report in Appendix E).</p>	<p>We have ensured level of detail in Annex I.I is consistent for the historic environment.</p> <p>A new table dividing or grouping individual heritage assets e.g. listed buildings will be time consuming and make the report heavily biased towards the archaeology SEA receptor. We do not feel this would add any value to the strategic policy decisions whilst much of the information is already included in the implications tables.</p>

Appendix J

Comments from?	Comments	Proposed Action/Response
English Heritage	Section 2.1 – Amend text to say “scheduled monuments and all listed buildings (Grade I, 2* and 2)”.	We have amended the text as suggested.
English Heritage	Section 2.3 – Clarify lists of data collected from County Historic Environment Record’s and from English Heritage (National Monuments Record). Data available from both were; Scheduled Monument’s, Grade I, 2* and 2 listed buildings, World Heritage Site, protected wrecks, un-designated wrecks, Conservation Areas, Registered Parks and Gardens; non-designated archaeological sites.	<p>We have updated list to include all heritage data provided.</p> <p>Conservation Area data was not provided to the SMP from local authorities despite several requests to the various data holders for this information, hence it is not included in the list of data.</p>

Comments Relating to Specific Locations

Durlston Head to White Nothe (excluding Lulworth) – 5g01 to 5g05 plus 5g08

Comments from?	Comments	Proposed Action/Response
Natural England	Remove reference to ‘private’ funding.	Disagree. We have however amended to say ‘alternative’ or ‘funded by local landowners’.
Environment Agency	<p>Medium Term mentions “should private funding be available”. The plan section above needs to say why private funding may be needed.</p> <p>Implications table, in “Property and Population”, text refers to “eastern end of ... cove”. Is it not western?</p>	<p>We have added further explanation in the plan section regarding unlikely to attract public (Flood and Coastal Defence budget) funding.</p> <p>Note also that the policy here has been changed to be NAI but stating that if alternative (non FCD budget) funds available there is no reason from a processes view why continued defence should not be allowed.</p> <p>Text has been corrected to say ‘western’.</p>

Lulworth – 5g06 and 5g07

Comments from?	Comments	Proposed Action/Response
West Lulworth Parish Council	<p>Concern about erosion of beach on west side Lulworth Cove. Wish to see it protected from further erosion and also to provide improved visitor access.</p> <p>Need for urgent action to address undermining of commercial properties and access steps and deterioration of slipway/beach! And exposure of sewage pipe.</p> <p>Urge for 'funds to be available' to!</p> <p>Reinstate beach</p> <p>Possibly rebuild stone jetty to protect beach</p> <p>Cover exposed sewer pipe.</p>	<p>We have clarified policy statement text regarding economic viability and that these aspects do not fulfil national economic justification criteria</p> <p>Text has been included in implications tables regarding the features mentioned.</p> <p>Note that the policy has been changed to be NAI for 5g07 but stating that if alternative (non FCD budget) funds available there is no reason from a processes view why continued defence should not be allowed.</p>
Natural England	Remove use of 'private' when talking about funds.	Disagree. We have however amended to say 'alternative' or 'funded by local landowners'.

Ringstead – 5g09 to 5g11

Comments from?	Comments	Proposed Action/Response
World Heritage Site and Dorset County Council	Unclear on how defences would be removed once failed.	Refer to Health and Safety text in section 5.2.2. We are uncertain if Flood and Coastal Defence budget would fund removal.
Environment Agency	Table mentions loss of sewage works. Would this not impact on water quality?	Text has been included in implications table for this unit to address this.
<p>Individual, Fulham, London</p> <p>Ringstead Protection Society</p> <p>20 Individuals, Reading ,</p> <p>2 Individuals, Richmond</p> <p>Individual, Dorchester</p> <p>Individual, Dorchester</p> <p>Individual, Dorchester</p> <p>Individual, Milward, London</p> <p>Individual,</p> <p>Individual, Wadhurst, East Sussex</p> <p>Individual, London</p> <p>Individual, Greenbridge</p> <p>Individual, Brecon</p> <p>2 Individuals, London</p> <p>Individual, Winterbourne</p>	<p>Concern about Hold the Line to No Active Intervention. In time this will have a destructive effect on Ringsteads beautiful beach and properties. If No Active Intervention is confirmed, I request to ensure:</p> <ol style="list-style-type: none"> 1. Continuous support for the 50 year Ringstead Beach Replenishment Scheme until 2045; 2. that if the scheme continues to work well it should be supported after 2045 3. That the assumptions made in reaching the SMP conclusions are monitored to assess that accuracy and adjusted accordingly. 	<p>We have clarified the policy text to say Hold the Line for as long as is technically, economically and environmentally feasible. However, we can not state specific detail about how long this will be possible to carry on with.</p> <p>We have also clarified in the policy statement about the need for ongoing monitoring and long-term vision.</p>

Comments from?	Comments	Proposed Action/Response
Whitechurch Individual, London Individual, London Individual, Ochley, Surrey Individual, Surrey		
Individual, Ringstead	<p>No doubt the consulting engineers are aware that because of the Ringstead ledges, shingle moving from the beach to the low watermark or below cannot go right out to sea, as it is contrasted by the ledges.</p> <p>The bank of shingle at the top of the beach when at its normal level is a very effective barrier and protects the low cliffs. Erosion occurs only on occasions when the shingle bank is not in place.</p> <p>It would be very simple and cheap to continue to provide protection to Ringstead village if from time to time shingle and gravel is re-collected from low water and replaced at the head of the beach.</p> <p>Urge this to be considered as an option into the long term, as will be cheaper than the economic cost of losing houses and the caravan park. Therefore urge Hold the Line be considered as policy for short, medium, and (hopefully) long term.</p> <p>I also believe mention should be made in the plan to implementing simple and inexpensive land drainage as this would give as great protection to the cliff in the village.</p>	<p>Yes, are aware of this and its role. We feel its effect as sea level rise will diminish (in terms of reducing wave energy at the coast) and that the ability of sediment to return to shore (from deeper water) will also reduce.</p> <p>The SMP only gives a suggestion as to how policy may be implemented and it is up to more detailed study to determine exactly how best policy can be implemented. The measures suggested may well be a way to implement the HTL policy for a period of time. The Action Plan includes recommendation for development of a plan to set out how best to maintain defence here for as long as possible.</p>

Redcliff to Preston Beach – 5g12 to 5g15

Comments from?	Comments	Proposed Action/Response
Weymouth & Portland BC	<p>5g15 - Medium term says 'Managed Realignment' but needs to change to say 'Hold the Line'.</p> <p>5g15 – ensure mention need to plan for long-term 'Managed Realignment' at Preston Beach.</p>	<p>We have amended the map (refer to map edits)</p> <p>We have also mentioned in the Policy Statement about the need to plan for long term realignment and carried this into the Action Plan.</p>
Natural England	<p>Remove discrepancy between implications tables and summary regarding loss or protection of RSPB Lodmoor reserve.</p> <p>Failed gabions Bowlease Cove should be removed.</p>	<p>The implications table has been amended</p> <p>Refer also to health and safety text in section 5.2.2. We are uncertain if Flood and Coastal Defence budget would fund this, although we have added comment about this in the policy statement</p>
RSPB	<p>RSPB Lodmoor reserve is a SSSI designated for freshwater and brackish habitats. Consequences of HOLD THE LINE in short and medium term needs to consider how maintained defences permit seawater flow into the site and freshwater flow out and allow passage of fish and other fauna.</p>	<p>We believe this is a scheme level consideration beyond the SMP and so have not amended the text.</p>
Dorset County Council	<p>SMP must include an alternative policy that ensures Preston Beach road part of A353 is not lost (in view of high cost of providing a replacement route).</p> <p>There is no detailed economic assessment of proposed policy and estimates of the value or replacement cost of lost assets are not given. Loss of road would have significant economic impacts.</p>	<p>Realignment of A353 would be integral to any Managed Realignment scheme. It is not intended to lose this road, only realign it to a more sustainable position.</p> <p>Detailed assessment is beyond SMP remit which looks only at broad costs. Specifics would be considered in detailed strategy. This has been included in the Action Plan.</p>
Environment Agency	<p>Implications to Lodmoor landfill site not referred to.</p>	<p>We have included mention of this in the Implications Table</p>
Weymouth Civic Society	<p>5g14 - Disagree with No Active Intervention as erosion will continue and in the medium term will prejudice the existence of the public highway to the north, together with a number of high value domestic dwellings.</p> <p>5g15 – Object to Managed Realignment in long term. Continual existence of both beach and road are most important to the town.</p>	<p>The purpose of the SMP is to highlight these issues, and so guide where land use adaptation is needed. We have clarified this in policy statement.</p> <p>Realignment of A353 would be integral to any Managed Realignment scheme. It is not intended to lose this road, only realign it to a more sustainable position.</p>

Weymouth Seafront & Harbour – 5g16 and 5g17

Comments from?	Comments	Proposed Action/Response

Comments from?	Comments	Proposed Action/Response
Weymouth & Portland BC	<p>Specific mention should be made to a tidal barrage in outer harbour as a potential option in preference to upgrading inner harbour defences.</p> <p>Need to make specific reference to Pavilion promontory and sustainability of Hold The Line in this area of continuing maintenance and improvements.</p> <p>Potential need to consider 'Managed Realignment' of Pavilion site; removal of ferry terminal area in medium-long term.</p>	<p>We have included mention of the possible need for a barrage in the long term to be considered as part of more detailed study in the policy statement.</p> <p>The policy to HTL encompasses this area. This is a point of detail in how the policy would be implemented and does not change the overall policy of HTL. Therefore we do not feel it is necessary to mention this specifically.</p> <p>We do not agree with the last point as the cost of removal would be great and would also be contrary to Local Plan/Local Development Framework.</p>
Dorset County Council	Need to reflect that Weymouth is identified in the (draft) assessment as being a Strategically Significant City or Town (SSCT) and so is a primary focus for new development (housing and employment).	<p>We have mentioned the SSCT status in the policy statement.</p> <p>This has also been included in the revised planning policy section of Appendix D.</p>
Environment Agency	Weymouth Harbour is mentioned in short term section but not medium term and long term. Leakage of existing harbour walls is occurring and a solution may be a lock or gate at the harbour entrance.	We have included mention of the possible need for a barrage in the long term to be considered as part of more detailed study in the policy statement.

Portland Harbour North-West Shore – 5g18

Comments from?	Comments	Proposed Action/Response
Environment Agency	Clarify text in (summary) table at the end as medium-term and long-term descriptions need very similar but one has Policy of 'Managed Realignment' and other of 'Hold The Line'.	The policy statement text has been re-written to clarify what is meant by the policy.
Natural England, Dorset County Council and World Heritage Site	Should refer to stabilisation and drainage of upper slopes and not to new defences (as in summary table)	This has been incorporated in the revised policy statement text.
World Heritage Site and Dorset County Council	<p>5g18 (c) – Policy is in conflict with World Heritage Site. Need to clarify what is intended of the policy in this area and why but whatever the intervention it is likely to degrade World Heritage Site.</p> <p>5g18 (b) – Address inconsistency in text with 'Plan Implementation' and 'Summary Table' regarding intent for short term policy.</p> <p>5g18 (a) – Only likely to be supportive of upper slope stabilisation measures; no intervention of the toe would likely be acceptable due to impacts on World Heritage Site features.</p>	The policy statement text has been re-written to clarify what is meant by the policy, incorporating these comments.
English Heritage	5g18 (b) – Identifies preferred Policy of Hold The Line for 100 years. The works suggested refer to slope stabilisation, but this section includes a short section of harder sandstone on which Sandsfort Castle sits. We welcome preferred Policy here, but ask for clarification on what could be done with this policy. Would it be feasible to put in place a boulder barrier on the beach to reduce wave impact on the foot of the sandstone cliff here if this was considered sustainable and would not have an adverse impact elsewhere.	This would need further discussion between the relevant interests. The need for further investigation in this area is included in the Action Plan.
Environment Agency	<p>Text to this unit needs to be reviewed to ensure a clear position has been adopted and so it reflects how the decision was made.</p> <p>Clarify when, why and who in statement that this policy has been amended by the client group.</p> <p>Mention gas pipeline in Rodwell Trail under "land use, Infrastructure and Assets" in implications table.</p>	<p>The policy statement text has been re-written to clarify what is meant by the policy.</p> <p>We have included mention of these assets in the implications table.</p>
Weymouth Civil Society	<p>5g18 – disagree with Managed Realignment.</p> <p>5g18b – agree with Hold The Line.</p> <p>5g18c – Managed Realignment in short/medium term is acceptable subject to the protection of the Rodwell Trail and all land and property inland of it.</p> <p>Believe insertion of land drainage, with some discrete rock armouring at especially vulnerable spots should occur. It would be totally unacceptable and impractical to 'relocate cliff top assets'.</p>	<p>The policy statement text has been re-written to clarify what is meant by the policy, although overall policies have not been changed.</p> <p>The intent of policy here is to protect the Rodwell Trail and property immediately behind it.</p> <p>Land drainage measures are supported by the plan (in the upper slope areas). Toe protection is not. This position has been clarified in the revised policy statement.</p>

Portland Harbour – 5g19 to 5g22

Comments from?	Comments	Proposed Action/Response
Natural England	Amend text – Ham Beach is part of Chesil and The Fleet SAC and Portland Harbour shore SSSI; is not part of Isle of Portland to Studland Cliffs SAC. Interest feature is vegetative shingle.	The policy statement referred to covers all of the features mentioned as it also covers part of the Isle of Portland. The implications table discusses all of these and does not refer solely to Ham Beach. Therefore the text has not been amended.
RSPB	Support retention of breakwaters.	Comment noted but we have removed the breakwaters as a policy unit in the SMP as they form part of potentially implementation of policy and should not have an SMP policy in their own right. To do so would also be inconsistent with other SMPs. Instead we have stated the assumption that they will remain and the consequences for policy if that assumption is wrong.
RSPB	Implications of evolution at Chesil Beach in Small Mouth area for A354 need to be considered.	This is already highlighted as an issue that needs more detailed investigation and consideration. We have amended the text in the implications table to make this risk clearer.
Portland Harbour Authority	The SMP (Consultation Draft) and associated policies do not make clear the function and responsibilities over maintenance and repair of the Portland Harbour Breakwaters. The following should be reflected in the SMP: Inner Breakwater – provides weather protection for vessels in the Inner Harbour. PHA accepts responsibility for maintenance and repair of this breakwater, which also provides a level of protection against coastal erosion and flooding. Outer Breakwater – provides weather protection for vessels in the Inner Harbour. PHA accepts responsibility for maintenance and repair of this breakwater, which also provides a level of protection against coastal erosion and flooding. Northern Breakwater – does not provide weather protection for vessels in the Inner Harbour. PHA therefore does not accept sole responsibility for maintenance and repair of this breakwater. This breakwater provides a level of protection against coastal erosion and flooding and therefore responsibilities for maintenance and repair are vested with Defra, Environment Agency, Weymouth & Portland BC and PHA. PHA has a responsibility to maintain the navigation lights on the breakwater. North-Eastern Breakwater – does not provide weather protection for vessels in the Inner Harbour. PHA therefore does not accept sole responsibility for maintenance and repair of this breakwater. This breakwater provides a level of protection against coastal erosion and flooding and therefore responsibilities for maintenance and repair are vested with Defra, Environment Agency, Weymouth & Portland BC and PHA. PHA has a responsibility to maintain the navigation lights on the breakwater. Breakwater entrances – PHA has a responsibility to ensure no health and safety issues occur associated with the breakwater entrances.	We have amended the text in section 4 (and relevant appendices) to clarify the function of the breakwaters. However, we have removed the breakwaters as a policy unit in the SMP as they form part of potentially implementation of policy and should not have an SMP policy in their own right. To do so would also be inconsistent with other SMPs. Instead we have stated the assumption that they will remain and the consequences for policy if that assumption is wrong.
WHS and Dorset County Council	5g20/ 5g21 – Boundary; consider moving to ‘edge’ of existing defences (Kings Pier).	We have moved the policy unit boundary to Kings Pier and renamed the policy units accordingly (refer also to ‘Map edits’).
Environment Agency	Should Sandsfoot Castle be added to “Historic Environment” as it is also protected by breakwaters?	This comment is no longer relevant as we have removed the breakwaters as a policy unit in the SMP as they form part of potentially implementation of policy and should not have an SMP policy in their own right. To do so would also be inconsistent with other SMPs. Instead we have stated the assumption that they will remain and the consequences for policy if that assumption is wrong.
Weymouth Civic Society	We feel strongly that the policy should include a commitment to full and continuous maintenance of the Breakwater’s.	The SMP does not give firm commitments, as stating a given policy does not guarantee funds. We have removed the breakwaters as a policy unit in the SMP as they form part of potentially implementation of policy and should not have an SMP policy in their own right. To do so would also be inconsistent with other SMPs. Instead we have stated the assumption that they will remain and the consequences for policy if that

Comments from?	Comments	Proposed Action/Response
		assumption is wrong.

Chesil Beach and The Fleet – 6a02 and 6a03

Comments from?	Comments	Proposed Action/Response
Natural England	Amend text – would not be adverse effect if due to natural change.	The text does not mention adverse effect so unclear what this comment relates to. We have clarified the text about natural change in line with other comments received.
RSPB	Implications of roll back of Chesil beach over Plan Period needs to be considered for its effect on The Fleet (SPA, SAC, SSSI, RAMSAR Sites) and implications of this for A354 also needs to be considered.	We have clarified the text with regards implications of this natural change. Additional text has been added to the implications table relating to the A354.
WHS and Dorset County Council	Need to clarify if Chesil Beach (in 6a02) would be allowed to roll back. No hard defences would be extended beyond existing; Beach Management is acceptable though! Consider splitting 6a02 into 2 parts (5. part = Hold The Line; northern part subject to beach management = 'Managed Realignment') 6a03 – remove reference to implications of roll back for Portland Beach Road.	We have split the section from Chiswell to Wyke narrows into 2 separate units (Hold The Line for existing defended areas; Managed Realignment for undefended beach). This clarifies what was already included in the draft text. We have amended text where appropriate to ensure that the correct features are discussed in relation to the correct units.
Environment Agency	Pg 103 (SMP table) – Under “water” text refers Hold The Line or realign. This unit has a No Active Intervention policy.	We have updated the text to reflect this comment.
Chesil and Fleet Nature Reserve	I forward details of areas which need to be defended. Otherwise from the Reserve’s point-of-view, the stated policy of ‘doing nothing’ is supported. Vehicle access points required for management and emergency purposes, which should be maintained, are:- Clouds Hill 592825 Langton Hive Point 606814 Moonfleet 616806 Chickerell Hive Point 637791 Tidmoor 643786 Pirates Cove 653770 A stretch of shore which has been and is defended to protect the Abbotsbury Swannery nesting site and adjacent managed reed beds 568840-577836 A stretch of shore that has recently been reclaimed to house a mains sewer pipe (Wessex Water) and includes an established slipway. 666763 – 667762 There is a stretch of shore, Wyke Regis Training Area 649774 – 652773, that comprises extensive concrete slipways used by the Royal Engineers. These are operational but it is hoped that a realignment might be considered, as they are potentially impacting on the natural dynamics of the Fleet and adjacent Chesil.	We have included mention of the need to maintain access points in the policy statement, although this has not changed the overall policy of NAI for the Fleet.

Abbotsbury to West Bay – 6a04 to 6a09

Comments from?	Comments	Proposed Action/Response
Burton Bradstock Parish Council	<p>Parish Council broadly supports the changes in policy proposed in SMP, specifically:</p> <ol style="list-style-type: none"> 1. Strongly support retention of No Active Intervention for units 6a04 to 6a07. 2. Understand and support medium term need for Managed Realignment at Freshwater beach and holding the realigned position in long term to protect the village as sea levels rise. 3. Parish Council team to take an active roll in future studies in this area, and would welcome materials released to help communicate implications of sea level rise and severity of storm events on this bit of coast. 	<p>Comments noted, but no further action is required in terms of amending the SMP.</p> <p>Note that we have changed the 'headline' policy at Freshwater to be managed realignment in all 3 epochs of the SMP as this reflects what is intended by way of beach management of the front line sea defence part of this frontage. The intent to continue to protect Burton Bradstock through building and maintaining a set-back defence is still included in the policy.</p>

West Bay to Eype – 6a10 to 6a12

Comments from?	Comments	Proposed Action/Response
Bridport Town Council	Support 'Managed Realignment' at East Beach as preferable to 'No Active Intervention', but given potential impact of moving defence line inland, ideally would want to see 'Hold The Line' for East Beach in long term.	HTL has been assessed as being unsustainable in the long term.
Dorset County Council	Need to include mention of possible beach replenishment in short term at East Beach (refer to EA's study in this area).	We have added mention of possible recharge in the short term to the policy statement for East Beach, West Bay.
Environment Agency	There is a large range in rates of erosion given in Short Term, Medium Term and Long Term and they range up to 250m. How confident of these are we and what are the implications on West Bay as a result?	<p>The large range reflects our uncertainty. Implications for West Bay depend on where future recession occurs. We have reviewed the policy statement text to ensure this point is adequately covered and discusses the sensitivity of the policy to this risk.</p> <p>The Action Plan recommends ongoing monitoring to improve understanding.</p>

Seatown – 6a14

Comments from?	Comments	Proposed Action/Response
Chideock Parish Council	<p>Serious reservations regarding erosion map on 6a14 as map conflicts erosion with rates predicted in the Halcrow (Birmingham) report (South West Coast Path, 2007). Request evidence base for the risk mapping.</p> <p>Request that Managed Realignment be re-considered for 20 – 100year period.</p> <p>Car park is key component of visitor access at Seatown; its protection or loss has a key impact on the community. Concern that flood/erosion zones show loss of car park in medium/long term.</p> <p>Does map account for existing and proposed coast protection.</p> <p>Request public meeting in Seatown to explain SMP to community.</p>	<p>The South West Coast Path report (2007) only predicts up to 2032 (25 years). SMP maps go further than this. Having re-reviewed the South West Coast Path (2007) report, the SMP 0-25 year erosion lines are in line with these predictions therefore no action needed on this.</p> <p>The implications for the car park are conveyed in the implications table.</p> <p>Managed Realignment was considered. To implement Managed Realignment would effectively be the same as to Hold The Line, therefore this was rejected.</p> <p>Adaptation measures would be needed as a result of the preferred policy identified and this is reflected more in the policy statement.</p> <p>Yes, the map does account for existing and proposed coast protection.</p> <p>A meeting was held in October 2009 as requested.</p>
World Heritage Site and Dorset County Council	Need to identify how defences will be removed as key fail at the end of their design life.	Refer to text on health and safety in section 5.2.2. This is not something that occurs in the UK and it is uncertain if Flood and Coastal Defence budget would fund this.

Charmouth – 6a17

Comments from?	Comments	Proposed Action/Response
RSPB	Support set back of defences to River Char. Advocate 'Managed Realignment' potential is assessed in short term rather than medium term.	Whilst our assessment does not suggest it will arise, we have reworded the policy statement to include possible consideration of MR in the short term if the need arises. This clarifies that SMP policies should not be taken as applying in fixed time periods but merely provide a route map for guiding future management decisions. An item has been included in the Action Plan for consideration for detailed study in this area in the short term.

Lyme Regis (East Cliff) – 6a19

Comments from?	Comments	Proposed Action/Response
West Dorset District Council and Lyme Regis Town Council	Strengthen wording in short (immediate) term to clearly support Lyme Regis Environmental Improvements phase IV "maintain and improve the existing defences"	We have amended the policy statement text along the lines suggested.
West Dorset District Council	Amend boundary line between 6a19 and 6a18 as per maps (provided by West Dorset District Council)	We have amended the policy unit boundary as shown on the policy unit map (note that this is now policy unit 6a20).
West Dorset District Council	Amend text in 'long term' to clarify move towards 'Managed realignment' will be based on continued observation and monitoring of cliff recession and erosion risk to guide when and what appropriate action is required.	We have amended the text for long term to be HTL for as long as possible, which would effectively occur along an ever extending policy unit boundary line to continue to protect the east side of Lyme Regis. However, the long term policy also mentions possible need to move towards MR on this time scale to reflect significant uncertainty over the sustainability of HTL at East Cliff.
Dorset County Council	Possibly long term use of rock armour could impact on World Heritage Site and so would not be supported.	'Managed Realignment' in this area using rock armour was effectively saying that there will be a need for defences to extend to address outflanking issues along an ever moving policy boundary line. After further review we feel this would be better described as hold the line policy. We have amended the policy statement along these lines to clarify what is intended, but have included statement that any works in this area would need to consider impact on environmental interests. Refer also to response to West Dorset District Council comments above.
Environment Agency	6a19 (~ 6a21) – implications table mentions services in the A3052 under "Land use, Infrastructure and Material Assets".	It is unclear what is meant by this as it states what is in the text. This is in the text to highlight that a risk of erosion to the road remains no matter what intervention occurs.
Individual, Lyme Regis	Reinforcement of the seawall below East Cliff and drainage of the surrounding area is absolutely vital to protect the eastern services infrastructure and the approach to Lyme. In the event that this part of town slips, the Heritage Coast is then unprotected, let alone the heritage of hundreds of people's lives.	We have amended policy statement wording in the short term to clearly state support for the Phase IV works.
	Policy for eastern side of town is insufficiently robust. Needs to be policy to manage and develop the existing defences in line with Stage 4 Plans for Lyme. These need to be implemented ASAP, not towards the end of the short term period.	We have amended policy statement wording in the short term to clearly state support for the Phase IV works.
7 Individuals, Lyme Regis	Pg 163, paragraph 3, line 2-6 – this summary section should emphasise that measures to manage the risk from any continued movement on Black Ven is a necessary precaution, and that the prime policy is to protect the key settlement of Lyme in its entirety – to hold the line through to the long-term as far as is technically viable.	We have amended the text for long term to be HTL for as long as possible, which would effectively occur along an ever extending policy unit boundary line to continue to protect the east side of Lyme Regis. This was what was meant by the draft policy which could also be considered a form of managing the realignment but after further review we feel is better described under hold the line. However, the long term policy also mentions possible need to move towards MR on this time scale to reflect significant uncertainty over the sustainability of HTL at East Cliff.
Individual, Lyme Regis	The ledge immediately east of Church Cliff jetty has eroded, especially since phase 2, possibly exacerbated by beacon rocks extension; thus creating a wider and deeper channel which in turn has broken up the inside of broadledge. This increased flow and now scours the beach even beyond the end of the wall (which used to be sandy from the wall end to Black Ven).	These are scheme level considerations on how best to implement the HTL policy. We have amended the policy statement wording in the short term to clearly state support for the Phase IV works.

Comments from?	Comments	Proposed Action/Response
	I fear if no groynes are installed any new wall will have its foundations exposed as happened in the 1950's. Could you consider a small built out rock breakwater to form a bay of the back beach? We need a substantial defence wall to protect what we have. The consequences of delaying may mean loss of Charmouth Road.	
Individual, Lyme Regis	Loss of Charmouth Road would have a catastrophic effect on the town. Traffic needs to be re-routed now in order to save the town from lorries and buses. If erosion of East Cliff were to occur, resulting in more traffic coming through the narrow roads, the old town would also crumble.	Traffic Management is beyond the SMP remit. We have updated the Implications Tables to reflect the comment regarding loss of the road.

Lyme Regis – 6a20 to 6a22

Comments from?	Comments	Proposed Action/Response
Natural England, World Heritage Site and Dorset County Council	At Monmouth beach (6a21) so long as new line is located far enough back to allow beach to behave as naturally as possible.	We have revised the policy statement text to clarify what is intended in this area, which is to allow the beach to behave as naturally as possible whilst not compromising protection of Lyme Regis.

Axe Estuary – 6a24 to 6a27

Comments from?	Comments	Proposed Action/Response
RSPB	Supports policy to investigate opportunities for 'Managed Realignment' within the estuary. Should be progressed as a priority.	We have included mention of need for study of MR opportunities in the Axe Estuary in the Action Plan.
Devon County Council	Need to determine effect on section Tramway of any 'Managed Realignment'. Tramway is an important part of the local economy. Need to indicate continued viability of Tramway (6a25). Need to continue to monitor No Active Intervention policy as any significant increases in tidal surge could affect Axmouth Bridge.	We have further clarified potential implications for the Tramway in the Policy Statement and in implications tables. It is intended that MR options should incorporate continuation of the tramway within any scheme development. Need for ongoing monitoring is included in the Action Plan.
Environment Agency	Has the Axe Wetlands project been used to inform the Managed Realignment scenario on west bank of the estuary?	No, We have never been provided with information about this project although we were informed at a meeting during the development of the SMP that the Axe Estuary had potential for managed realignment and this informed policy development considerations.

Seaton to Seaton Hole – 6a28 and 6a29

Comments from?	Comments	Proposed Action/Response
Devon County Council	Support Hold the Line (6a28)	Comment noted. No further action required.
Devon County Council	6a29 – 'Managed Realignment' policy here will continue to compromise further the viability at Old Beer Road, but is considered unavoidable so policy accepted.	Comment noted. No further action required.

Seaton Hole to Beer Head – 6a30 to 6a32

Comments from?	Comments	Proposed Action/Response
Natural England	Should be no significant issues so long as only maintenance of the existing structure is proposed.	Maintenance <u>and replacement</u> of existing defence is proposed in short to medium term. Policy statement is

Comments from?	Comments	Proposed Action/Response
		clear on this. Clarification on this comment was sought from Natural England as comment gives only conditional agreement. This resulted in further clarification of what is intended in this area in the policy statement text.
Natural England, World Heritage Site and Dorset County Council	Long term constructions of larger defences at Beer is stated but are not specified and therefore not able to give view on acceptability.	The long-term situation envisaged is one where larger (higher) defences to protect parts of Beer will be needed. This is clearly stated in the text. Defence design would be at a strategy/scheme stage and need to consider environmental impacts.
World Heritage Site and Dorset County Council	Should be no significant issues for World Heritage Site so long as work in short term is proportional to existing structure.	Maintenance <u>and replacement</u> of existing defence is proposed in short to medium term. Policy statement is clear on this. This comment gives only conditional agreement therefore clarification on response from World Heritage Site was obtained. This resulted in further clarification about what is intended in the policy statement text.

Sidmouth – 6a34 and 6a35

Comments from?	Comments	Proposed Action/Response
Natural England, World Heritage Site and Dorset County Council	We welcome 6a34 as a marker that needs further consideration, but do not feel that proposed beach replenishment/management is necessarily final solution despite Natural England supporting this as being an acceptable/undamaging solution in that area. East Devon District Council has indicated it may not be a viable solution due to logistics of getting plant onto beach in that area. Need to clarify that further study on possible implementation solutions is required.	We have modified policy statement wording to clarify this as being a 'possible solution' but that more detailed study is required. We have also moved the eastern boundary to the eastern most side of Sidmouth (atop the cliffs) to clearly identify the zone in which the MR activities are expected to occur within. This clarifies what is in the draft text. Defence design would be at scheme/strategy level but aim is to continue to provide protection through MR policy.
Devon County Council	Not clear if wave action during strong south easterly winds has been taken fully into account when preparing this policy. Need to demonstrate this has been considered. Consider moving 6a34/6a33 boundary zoom east. Strongly recommends more detailed investigations of River Sid be carried out as priority. Can not support policy of 'Managed Realignment' on basis of unknown implications for Alma Bridge (or provision of an alternative coastal path route).	Wave action has been considered. We do not believe it is necessary to include discussion of this in policy text. Rather we have ensured that this is reflected in the Appendix G detailed discussion of preferred policy options. We have moved the eastern boundary to the eastern most side of Sidmouth (atop the cliffs) to clearly identify the zone in which the MR activities are expected to occur within. This clarifies what is in the draft text. An item has been included in the Action Plan for detailed study of this whole area. SMP does not inform path routes directly; only that paths etc may need to be re-aligned. It is up to relevant authorities to make use of SMP to guide these future management decisions.
World Heritage Site and Dorset County Council	Considers that a terminal eastern groyne may be needed to help retain beach recharge (6a34) but such a structure could accelerate erosion to east; also need to consider how to manage discharge from River Sid in any scheme.	An item has been included in the Action Plan for detailed study of this whole area to determine the most appropriate means of implementing the policy.
Environment Agency	Consideration needs to be given to the interface between No Active Intervention policy for Salcombe Hill Cliffs and the works to Pennington Point.	The SMP has suggested one possible solution. Detailed study is needed to determine exact solution and this need has been included in the Action Plan. We have moved the eastern boundary to the eastern most side of Sidmouth (atop the cliffs) to clearly identify the zone in which the MR activities are expected to occur within. This clarifies what is in the draft text.
Individual, Sidmouth	Main street to Sidmouth is flooding at mouth of River Sid. To reduce flood risk, it is necessary to Hold The Line for some tens of metres east around the toe of Pennington Point. To protect Alma Bridge with its access to Salcombe Hill and the town's main sewage pump station here is a need to reinforce the eastern side of the mouth. Managed Realignment will seriously undermine the current protection and most certainly rapidly increase risk of flooding.	We have appraised Hold The Line but it was not found to be the most appropriate option. We have moved the eastern boundary to the eastern most side of Sidmouth (atop the cliffs) to clearly identify the zone in which the MR activities are expected to occur within. This clarifies what is in the draft text.
SAFE	It is imperative that areas with population like Sidmouth be protected. I propose a length 300m east and west of the Sidmouth seafront is exempted and allowed to be protected. In this way the loss of the town to flooding may be sufficiently delayed to allow over time a realignment of town facilities in a planned process	We have moved the eastern boundary to the eastern most side of Sidmouth (atop the cliffs) to clearly identify the zone in which the MR activities are expected to occur within. This clarifies what is in the draft text.

Comments from?	Comments	Proposed Action/Response
	with public acceptance.	The implications of current policies in SMP would inform planning system to this effect in any case.
Councillor, East Devon DC	It needs to be made very clear to Sidmouth and Pennington Point residents why the decision has been taken, by whom and if that decision can be altered.	We have reviewed and revised the policy statement to ensure it is clear and the basis for recommended policy is outlined. The SMP is 'owned' by the CSG and is non-statutory, but will be used to inform planners.
Sid Vale Association	Our association would welcome a reasonable extension of coastal protection offered to Sidmouth sea front, to at least 300m in both east and west.	We have moved the eastern boundary to the eastern most side of Sidmouth (atop the cliffs) to clearly identify the zone in which the MR activities are expected to occur within. This clarifies what is in the draft text.
Individual, Sidmouth	I would like to support the part of the plan dealing with cliffs east of Sidmouth. Restoring a more natural rate of retreat by beach management up to some 300 yards east from the River Sid would help protect Sidmouth and Alma Bridge without causing any detrimental effects. Majority of residents in cliff top properties appear to accept that a slower rate of retreat will not protect their assets indefinitely. We recommend most strongly that Defra presses for the urgent re-alignment of the SSSI boundary to 300m east of the mouth of the River Sid. Without such a change, given the World Heritage Site status, it is clear that the policy around Alma Bridge, Pennington Point, and the cliff to the east will be No Active Intervention rather than Managed Realignment.	We have moved the eastern boundary to the eastern most side of Sidmouth (atop the cliffs) to clearly identify the zone in which the MR activities are expected to occur within. This clarifies what is in the draft text. It is not for SMP to move SSSI boundaries. Comments will be passed on to relevant bodies to consider. The policy here is Managed Realignment, recognising work needs to be done. If the plan did not feel it was right, it would state No Active Intervention.
Individual, Sidmouth	Some local residents express the view that current increased erosion at Pennington Point is the direct result of the coastal defences to the west at Sidmouth. Emergency measures (specifically a rock revetment to under pin Pennington Point) will be needed sooner rather than later, mainly because beach recharging is unlikely to be done in sufficient amounts or with sufficient frequency due to financial limitations and access difficulties. Consensus throughout the town is that the area of No Active Intervention (6a33) should end at least 300m east of the mouth of the River Sid. This will require re-defining the SSSI boundary. Proposes constructing an offshore reef to extend existing Sidmouth to form a small enclosed harbour. Such a structure could include generating devices. Requests that 6a34 (Managed Realignment policy) be amended to indicate possibility for such a scheme to form one way of policy implementation to support a feasibility study.	We have moved the eastern boundary to the eastern most side of Sidmouth (atop the cliffs) to clearly identify the zone in which the MR activities are expected to occur within. This clarifies what is in the draft text. We will pass comments about SSSI boundary to relevant bodies to consider as it is not the role of the SMP to change SSSI boundaries. The need for detailed study of this whole area in the short term is included in the Action Plan.
Salcombe Hill Association	To ensure your proposed plan for this area has a chance of being implemented, we recommend most strongly that Defra presses for urgent re-alignment of the western boundary of the SSSI to 300m east of the mouth of Sid. Erosion of the western end of Salcombe Cliffs has been in the order of 5m over the past 6 months. Royal Haskoning, the engineers used by East Devon DC have advised that a natural erosion rate of around 0.2m/year would be achieved if a revetment of 250m along the toe of the eastern cliff was put in place.	We will pass comments about SSSI boundary to relevant bodies to consider as it is not the role of the SMP to change SSSI boundaries. Proposed beach recharge and management is thought to be a more acceptable solution than rock revetment and would seek to produce a similar effect (i.e. restore a more natural rate of retreat). This would need to be looked at in more detail as part of any strategy/scheme to implement the SMP policy.
Individual, Sidmouth	I wish to see the start of the SSSI moved 300m eastwards along the beach thus enabling some protection to be put in place.	We will pass comments about SSSI boundary to relevant bodies to consider as it is not the role of the SMP to change SSSI boundaries.
Individual, Sidmouth	Overall I agree with the policies but I have some concerns about the evidence presented and the urgency of action in there units: 1. There is no mention of the loss of beach feed from the River Sid. 2. Unconvinced by statement that defences (at Sidmouth) exacerbate erosion east of River Sid. There is no obvious transport of sediment from west of Chit Rocks regardless of the existence of the rock islands. 3. 2004 to autumn 2007, beach east of River Sidmouth was stable and substantial. It was removed in one	The volumes of sediment input from the River Sid are very small and not likely to be significant. We have further reviewed the processes information available in light of this comments and modified our thinking slightly, although this has not altered policies themselves. Note however, that there is also significant

Comments from?	Comments	Proposed Action/Response
	<p>stormy 2-week period during that autumn. It was predicted it would return but this has not occurred. The shingle barrier to the Sid has remained open since that date. This indicates to me that the removal of the beach is episodic, not due to gradual loss as a result of loss of longshore drift due to defences.</p> <p>4. It is urgent that some action is taken to either replace the beach or put in place some protection that acts in place of the beach.</p>	<p>on/offshore sediment transport here, but since defences went in, sediment does not seem to return as it did historically.</p> <p>We have modified text to reflect that some uncertainty remains over exactly why beach levels have fallen and not recovered in recent years.</p>

Chit Rocks to Otterton Ledge – 6a36 and 6a37

Comments from?	Comments	Proposed Action/Response
Environment Agency	Implications table – “biodiversity, flora and fauna” column is incorrect. SAC does not extend into these units. Relevant protected site is Cadram Bay to Sidmouth SSSI, which also extends into Policy Unit 6a35.	We have updated the implications table as suggested.

Otter Estuary – 6a38 and 6a39

Comments from?	Comments	Proposed Action/Response
RSPB	Support short term policy of Managed Realignment; should be progressed as a priority.	We have included an item for detailed study of MR options here in the Action Plan.
Environment Agency	Potential effects on Budleigh Salterton Cliffs SSSI not registered in Implications table.	We have added this feature to the implications table.
Environment Agency	Concerns that this may prove to be a major tidal flood alternation system and erosion or rotation due to No Active Intervention may exacerbate flooding in Budleigh Salterton.	Based on the information available we believe that NAI is the correct policy for the spit.

Budleigh Salterton – 6a40

Comments from?	Comments	Proposed Action/Response
Natural England, World Heritage Site and Dorset County Council	<p>Small scale works on seafront behind World Heritage Site feature (the beach) unlikely to have significant impact on the SSSI but construction of groynes would be a major issue.</p> <p>Unclear how ‘join’ between defended and undefended coast at eastern end of seafront would be managed.</p>	<p>This could be required in future, but would need more detail and investigation. Defence design would be done at strategy/scheme stage but have mentioned need to consider impacts on WHS in policy statement.</p> <p>This is an implementation issue that should be looked at as part of any strategy/scheme level study. However, have clarified that ‘transition’ issues should be investigated in short term in policy statement.</p>

Exmouth – 6a42 to 6a46

Comments from?	Comments	Proposed Action/Response
Natural England	(6a42) add text to indications table for Earth heritage, soils and geology; “‘No Active Intervention’ here will conserve and enhance SSSI and Orcombe Point”.	We have updated the implications table as suggested.
Natural England and Environment Agency and WHS/Dorset County Council	Move eastern boundary of 6a42/6a43 so Orcombe Point falls within No Active Intervention (move to the ‘turning circle’).	We have amended the policy unit boundary (refer also to map edits).
Devon County Council	6a44 (The Maer) – Need to move (and rename) eastern boundary (move it westwards) as current boundary	We have amended the policy unit boundary (refer also to map edits).

Comments from?	Comments	Proposed Action/Response
	appears to compromise highway access and RNLI boathouse.	
Environment Agency	6a46, pg 229 – The Exe Estuary Strategy will look in detail at the impact of the Exmouth Spit and may recommend a different policy.	We feel HTL is the right policy here and is consistent with proposed management of adjacent frontages. This was based on the more detailed analysis undertaken for the Exe Estuary Coastal Management Study in 2009. The Exe Estuary Strategy should look at how to implement SMP policy not change policy, unless the SMP is lacking pertinent information. Even then to suggest that it would not be appropriate to continue to defend this highly developed area seems incorrect.
Exmouth Town Council	Medium term actions should be brought forward to the short term. Provision of a new groyne field in this area has long held locally to be necessary.	The detailed analysis undertaken for the Exe Estuary Coastal Management Study in 2009, on which the SMP policy is based, showed that the introduction of control structures would be needed in the medium term. If more detailed study/monitoring showed such measures were needed sooner, then that could happen under the policies stated as the policy statement provides an indication of likely implementation, it does not define exactly how, what form and when implementation will occur.
Individual, Exmouth	6a45 – amend unit name to be “Harbour View to Exmouth Pier”. Real reason to Managed Realignment and the Maer interprets as looking for politically correct brownie points”. It will not “reduce the long term commitment to defence structures” as these would merely move back to Madiera walk. Suggests it would be better to merely increase height of present sea wall with maybe some rock armour. Believes The Maer should be Hold The Line and in 25 years time we shall have plenty of opportunity to reassess the situation, if indeed that ever becomes necessary.	We have renamed the policy unit as suggested. The text does not say this. It says a “more sustainable defence line”. This would be technically, environmentally, socially and economically more sustainable than retaining existing defence line. Any decision to implement Managed Realignment would follow more detailed investigation, but the ‘vision’ recommended by the SMP is for MR, where found to be appropriate. Further studies are highlighted as part of Action Plan. This policy could also be ‘sensitive’ to outcome of such studies.
ECA	<ul style="list-style-type: none"> We understand/accept Managed Realignment of The Maer would accord with national policy. We see as a major advantage of this approach the preservation of the natural and open aspects of Exmouth sea front. We do, however, consider it important for the public to be given a clear description of the anticipated process. We also consider that the public deserve a description of what The Maer would be like if the tide came over it. Our fear is that it could be quite unpleasant. This is only an option and we believe that the case has not been made for it to be adopted. 	Given the scale of the SMP it is not possible to define a MR line, and the statement identifies need for further study prior to this policy being implemented.

Exe Estuary (East Bank, excluding Lower Clyst) – 6b01 to 6b11, excluding 6b08

Comments from?	Comments	Proposed Action/Response
Natural England	Add to ‘biodiversity, flora and fauna’ implications for loss of intertidal habitat to coastal squeeze on all units with Hold The Line policy.	We have updated the implications table as suggested.
RSPB	Hold The Line doing majority of eastern side of estuary will result in loss of intertidal habitat to sea level rise – need Appropriate Assessment (RSPB to be involved in Appropriate Assessment).	Appropriate Assessment had not been procured at the time of the consultation draft SMP being issued. However this has now been procured and the draft AA and is now included in the final SMP. This is to be finalised in due course following further discussions with Natural England.
Individual, Exmouth	Exmouth has only ever been, and will only ever be, included from the estuary-side (the area presently shown as 6b01). Suggest 6b01 should be discussed along with the rest of Exmouth (6a42 – 6a46) (possibly renamed 6a41).	Exmouth is considered along both the estuary and open coast frontages. We feel the policy statements are set-out correctly to reflect the different processes affecting the two areas of the Exmouth frontage.

Lower Clyst (Exe Estuary East Bank) – 6b08

Comments from?	Comments	Proposed Action/Response
Exeter City Council	Concern over implications of 'Managed Realignment' in the Lower Clyst that could affect highway between Topsham and A376, therefore could affect local economy. <ul style="list-style-type: none"> Ensure that direct consultation with Exeter City Council and local residents would occur before any 'Managed Realignment' scheme. 	Note, we have separated Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area. We have updated the implications table to reflect more fully the potential implications of MR in this area.
Councillor with Bishops Clyst Council	Appalled by lack of time to give a full assessment of the proposals. Appears consultations promised over last 2 years have not taken place.	For CSG to respond to regarding consultation.
Councillor with Bishops Clyst Council	Agree with County Councils reservations regarding 'Managed Realignment' in Lower Clyst. Also concerned about the higher levels which will necessarily follow further upstream (Clyst St Mary) if proposed changes take place. Concerned that 'tree huggers' and wildlife are given preference over humans. Dispute over who and Bishops Clyst Parish Council has been contacted SMP throughout process (Councillor Bob Peachy?). More transparent consultation requested before any decision is reached. Can not support consultation due to risks that local residents and buildings would be put under.	We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts. We have also highlighted that MR would be subject to more detailed further study. We have updated the implications tables regarding wildlife. For CSG to respond to regarding consultation.
Bishops Clyst Parish Council	Request information regarding compensation.	This is a high level government decision, not within the SMP remit, but the need for consideration of this is stated in section 4.3 of the main plan.
Bishops Clyst Parish Council	Feels here should be full investigation by independent laboratory using an actual model of the area.	We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts. We have also highlighted that MR would be subject to more detailed further study.
Bishops Clyst Parish Council	Policy of 'Managed Realignment' has serious consequences and could have an impact on local roads.	We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts. We have updated the implications table to reflect more fully the potential implications of MR in this area.
Councillor East Devon District Council and Clyst St George Parish Council	More consultation needed as 'not aware' of any new information being made available since public meeting 2 years ago.	For CSG to respond to regarding consultation.
Councillor East Devon District Council and Clyst St George Parish Council	Concern over the 'Lower Clyst Project' and likely effect it will have on infrastructure, local businesses, listed buildings and local farming.	We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts. We have updated the implications table to reflect more fully the potential implications of MR in this area.
Clyst St George Parish Council	Concern regarding lack of consultation; many local landowners are unaware of the consequences of this proposal and a number of important properties will be put at risk without protection. Please re-visit them and open further dialogue	For CSG to respond to regarding consultation.
Natural England	Add to 'biodiversity, flora and fauna' implications of biodiversity gain from Lower Clyst Managed Realignment in all epochs.	We have updated the implications table as suggested.
Hugo Swire, MP	'Clear' that there has been no proper consultation process involving local landowners, businesses and householders. Impacts would be significant on local area (road access and tourism).	For CSG to respond to regarding consultation.
RSPB	Supports policy of 'Managed Realignment' in Lower Clyst since valley offers one of a limited number of realistic opportunities to re-create intertidal habitats in and around the Exe Estuary. SMP, perhaps understandably due to its strategic nature, does not fully respect all issues in Lower Clyst. Need	We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts. We have also highlighted that MR would be subject to more detailed further study.

Comments from?	Comments	Proposed Action/Response
	to refer in more detail to 2008 Realignment Study. Need to clarify what policy applies to floodbank that protects RSPB's Bowling Green Marsh reserve and the infrastructure and property behind it to south of Topsham. Flood defences here should be maintained but recognise need to plan long-term adaptations due to SLR and exposure of this floodbank to the estuary.	
Devon County Council	'Managed Realignment' Policy here has serious consequences for viability of the highway; if route was compromised significantly it would have an impact on local road connectivity. Potential cost of a revised highway scheme is high.	We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts. We have also highlighted that MR would be subject to more detailed further study. We have updated the road section in the implications table.
Environment Agency	Regarding embankments around Clyst St Mary, it should be noted that they act as flood storage reducing risk of flooding at Clyst St Mary. They fill just before Clyst St Mary floods taking the peak of the hydrograph. This site will be considered in more detail to Exe Estuary Strategy.	We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts. We have also highlighted that MR would be subject to more detailed further study.
Individual, Topsham	Our interest is to protect the landscape setting of Topsham; the road that is one of two main routes between Exeter and Exmouth; and protection of the very ancient Bridge Inn; not to object to the proposals in themselves.	We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts. We have updated the implications table to reflect more fully the potential implications of MR in this area.
Individual	Objects to the SMP for the following reasons: <ol style="list-style-type: none"> 1. As an owner affected by these proposals I've had no notification what so ever of the proposed management plan. 2. There is insufficient detail within your documentation to properly consider the wide ranging impact associated with your proposals. 3. Use of 'shoreline' is misleading and not immediately obvious that relates also to (estuary)/riverbanks. 4. No consultation at all has been undertaken to gather local knowledge about the river Clyst. 5. The proposals make no sense at all and would have a devastating effect on the surrounding businesses, farming activities and the essential road network. 6. Do not think proposals have been properly thought out as an introduction of some 200 hectares of additional water in the River Clyst area would have a catastrophic effect on Dawlish Warren, Exmouth, Exeter and all villages along the Exe. 7. Proposal would have devastating effect on viability and continued use of Dart Business Park. 8. Consultation period should be extended and a proper public explanation made and justification of your proposals for all the affected people of this scheme would encompass. 	<ol style="list-style-type: none"> 3. Is what is defined by Defra, but text will be reviewed and clarified 4. For CSG to respond regarding consultation 6. Effects recognised in the plan and which would be investigated fully as part of strategy study prior to implementation 8. Depends on where Managed Realignment occurs need to make clear in Policy Statement; re-visit Lower Clyst Study again!! <p>Also, the SMP sets policy and does not define a 'scheme'. Any MR would be subject to more detailed investigations.</p> <p>We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts.</p> <p>We have also highlighted that MR would be subject to more detailed further study.</p>
Tremletts Yard, Topsham	Looking at the plan it would seem we would be losing the stretches of land running down to the railway bridge. Also, where is our access road? We manage our own property with a sluice gate and flap valve to regulate the amount of tidal water coming up the Clyst. We would continue to do this. We have huge reservations about letting more sea water up the clyst.	We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts.
Bridge Inn, Topsham	"We are intelligent people whose family has been here for generations. We have a clear view of the Clyst and we resent being told "we know what is good for you....""	Comment noted. No further action required.
Darts Farm <ul style="list-style-type: none"> • Green Valley Cyder Limited • Gerald David and Family Limited • Orange Tree 	We strongly oppose Managed Realignment Proposals We believe that there has been a complete lack of consultation as we were unaware of this policy as we have had no direct communication from the SMP. We are concerned about the possible implications the closure of the Topsham to Clyst St George road and Clyst Bridge would have on our business.	For CSG to respond regarding consultation We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts.

Comments from?	Comments	Proposed Action/Response
<ul style="list-style-type: none"> • Rachel King, Florist • Fired Earth • J P Crey Fish Shed • The AGA Shop • Garton King Appliances • Dart Properties Limited 		
Individual, Clyst St Mary	<p>Since a meeting 2 years ago, I have received no further updates, information or been invited to a consultation meeting until now. The lack of transparency is deplorable and any decision by yourselves on your proposals should be shelved until proper debate has been allowed by the various bodies concerned.</p> <p>My concerns and objections are:</p> <ul style="list-style-type: none"> • Increased erosion of the banks and property adjacent the Clyst Valley • Preference should be allowing fluvial water out not tidal water into the Valley. • Removal of banks downstream to the Clyst Bridge will allow the tide to flood in at a greater speed than Clyst Valley can cope with. Properties as far as Clyst St Mary will be affected. • The road between Clyst St George and Topsham will become flooded and will need to be raised to some weight to cope with the tidal water (if the road is to be saved). 	<p>For CSG to respond regarding consultation</p> <p>We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts.</p>
Fishers Bridge Mill	By your actions you could render me homeless and with no income. I have to say I am totally against the actions you propose to take.	Comment noted. No further action required.
Dart Properties Limited	<p>We strongly oppose the proposals and believe them not to have been thought through with many concerns unaddressed.</p> <p>The statement “continued protection of infrastructure from flooding” does not specifically mention the Topsham to Clyst St George road and “Clyst” Bridge (Fishers); this should be protected in any Managed Realignment as a priority.</p> <p>Also, what are the implications if the road was closed. What about loss of agricultural land. Will improve, prevention of flood risk? – refer to Royal Haskoning report for the EA.</p> <p>We also oppose the current proposals on the grounds that all options have not been explored and assessed. For example flood water to escape either under the road or through the river banks should be explored and modelled.</p>	We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts.
Individual	I strongly oppose the proposals for Managed Realignment as the grounds of insufficient consultation, inconclusive data, not enough alternative options explored, and no clear proposals regarding protection of the road from Topsham to Clyst St George.	<p>For CSG to respond regarding consultation.</p> <p>We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts.</p>
Oldhams Wharf, Topsham	<p>I object to the preferred policy. I have had no direct consultation concerning this propped realignment of the river which would seriously damage the commercial viability of my properties.</p> <p>The road I use over the land which is the main access would be lost to flooding. This would leave only an unsuitable track access.</p> <p>We are concerned that the SMP policy will severely reduce the value of the land and reduce the grazing potential of this land.</p> <p>I believe that no study has yet shown what influence the falling of the bank on one side will have on the viability of the opposite bank.</p> <p>I also believe the threat to the road between Clyst Bridge and Darts Farm and the buildings on the flood plain will be very expensive.</p> <p>I therefore object to the scheme and would like further work done to ensure the banks are maintained on the</p>	<p>For CSG to respond regarding consultation.</p> <p>We have separated the Lower Clyst unit out as its own policy statement (unit 6b08) to allow clear discussion of this area, including managed realignment impacts.</p> <p>We have also highlighted that MR would be subject to more detailed further study. Implications of MR would need to be addressed by that more detailed study and implications would be dependent upon how and where exactly MR is eventually implemented.</p>

Comments from?	Comments	Proposed Action/Response
	Clyst.	

Exe Estuary (West Bank, excluding Powderham Banks) – 6b12 to 6b18, excluding 6b14

Comments from?	Comments	Proposed Action/Response
Natural England	Delete emotive and inaccurate use of “if the Dawlish Warren Spit were to be lost”. Amend to ‘evolve and change’.	We have amended the policy statement text to address this comment both in the policy statement referred to and in other policy statements where it occurs.
Natural England and RSPB	Add to ‘biodiversity, flora and fauna’ implications: <ul style="list-style-type: none"> • Intertidal biodiversity gain • Impacts on SSSI, SPA, grazing marsh from ‘Managed Realignment’ and Powderham • Loss of intertidal in all areas where Hold The Line 	We have updated the implications table as suggested.
DARE	Consider short term proactive management proposal for Cockwood should also be considered for Starcross.	The policy here is HTL. Exe Estuary Coastal Management Study (2009) assessed this in detail and did not conclude that immediate work was needed in this area. However if the situation were to change then intervention could occur under the HTL policy.
DARE	Suggest investigating tidal barrage across the Exe Estuary as alternative to Managed Realignment.	We do not believe a barrage here would be appropriate due to the likely significant environmental impacts it would cause.

Powderham Banks (Exe Estuary West Bank) – 6b14

Comments from?	Comments	Proposed Action/Response
RSPB	Supports ‘Managed Realignment’ as appears to offer one of a limited number of realistic opportunities to re-create inter tidal habitats in Exe Estuary. Need to highlight need to also address continued provision of freshwater grazing marsh for birds as part of ‘Managed Realignment’; possibly by creating new areas of marsh or enhancing appropriately locating existing land.	We have amended the policy statement text to reflect comments.
Devon County Council	‘Managed Realignment’ policy in this area will result in greater inundation to certain sections of principal rail connection to the South-West. Associated with railway is a considerable level of investment into the cycleway. It is unclear as to the proven advantage of using railway embankment as the line of defence; an alternative line to the north-end should be considered.	The plan text already adequately covers this issue and states that any MR, should it be found to be appropriate to implement here, would need to ensure that it does not adversely affect the mainline railway. Therefore no further action is required.
Teignbridge District Council	Action Plan associated with final SMP should stipulate need for further appropriate study together with a programmed and agreed protection of mainline railway before this option could be practically considered.	We have included an item to this effect in the Action Plan.

Dawlish Warren – 6b19 to 6b21

Comments from?	Comments	Proposed Action/Response
Natural England	Replace text in paragraph 4 regarding not complying with habitats regulations in the summary with something like “there is a need to ensure the policy fully complies with the requirements of the Habitats Regulations”. NE unable to sign off otherwise!	Due to complexities here and significant uncertainty, the SMP can not set a definitive long term policy at this time that addresses all the concerns in this area. Therefore the short term policy is to be one of Hold the Line whilst more detailed investigation (starting with the Exe Estuary Strategy Study) is carried out. The medium to long-term policy is to be set following those

Comments from?	Comments	Proposed Action/Response
		more detailed studies. The policy statement has been amended to this effect.
Natural England	Pg 226 second paragraph last sentence – Amend to say “The position and nature..... is not prescribed and will require [further detailed investigation] including full consideration [of] the Habitats Regulations”.	Due to complexities here and significant uncertainty, the SMP can not set a definitive long term policy at this time that addresses all the concerns in this area. Therefore the short term policy is to be one of Hold the Line whilst more detailed investigation (starting with the Exe Estuary Strategy Study) is carried out. The medium to long-term policy is to be set following those more detailed studies. The policy statement has been amended to this effect and so this comment is no longer relevant in relation to policy statement text.
Natural England	Amend implications table: <ul style="list-style-type: none"> • Earth Heritage and- Greenland Lake would not be protected by ‘Managed Realignment’ in medium/long term and possible contamination issues will need to be resolved by then. • Add coastal processes and functions reinstated and geomorphological SSSI features enhanced when move to ‘Managed Realignment’ in medium/long term. • Biodiversity – Add biodiversity gain and SSSI/SAC features enhanced and conserved ‘Managed Realignment’ (medium/long term). Add Appropriate Assessment will be required. 	We have amended the implications table as suggested.
Councillor Dawlish Town Council	Create a wave calming barrier at sea or across the mouth of the Exe Estuary. Create a marina on inside of barrier to Longstone Rock.	We do not believe a barrage here would be appropriate due to the likely significant environmental impacts it would cause.
RSPB	Draft SMP policies must be considered to have a signature effect on SAC/SPA/Ramsar sites, therefore need an Appropriate Assessment. Accept that Dawlish Warren plans on important flood defence function and therefore its failure cannot be determined base purely on nature conservation objectives. Concern over whether natural processes can be restored as recognised by suggestions to construct a set back defence. This is a major cause for concern especially as SMP appears to contemplate loss of beach on southern end of Dawlish Warren and a consequent need to re-stabilise it and consolidate its flood defence function further back. Net loss of beach and dune habitat as a result of policies for Dawlish Warren, loss could be significant depending on setback defence position; this should fundamentally question logic of realignment. Recommend delaying a decision about adoption of this policy until planned Exe Estuary Strategy is complete.	Appropriate Assessment had not been procured at the time of the consultation draft SMP being issued. However this has now been procured and the draft AA and is now included in the final SMP. This is to be finalised in due course following further discussions with Natural England. We agree with the final point. Due to complexities here and significant uncertainty, the SMP can not set a definitive long term policy at this time that addresses all the concerns in this area. Therefore the short term policy is to be one of Hold the Line whilst more detailed investigation (starting with the Exe Estuary Strategy Study) is carried out. The medium to long-term policy is to be set following those more detailed studies. The policy statement has been amended to this effect.
Devon County Council	Great importance that safety of residents forms the principal part of considerations of policy proposal in this area, as should environmental and economic considerations. Investment in critical monitoring is supported.	The SMP has taken account of social, environmental and economic considerations. An item regarding monitoring has been included in the Action Plan.
Environment Agency	Mapping is not clear in respect of what policy is on the estuary side of Dawlish Warren. There should be clear indication of what the policy is between 618 Cockwood to the Warren and 6b19 East- distal end? Exe Estuary CMS had to possible options for Dawlish Warren – a secondary defence line or new groynes and recharge in medium to long term. Only the first appears to be included in the SMP2 when both should be,	We have clarified what is intended on the rear of Dawlish Warren Policy by adding in an extra unit with NAI as immediate term policy. Due to complexities here and significant uncertainty, the SMP can not set a definitive long term policy at this time that addresses all the concerns in this area. Therefore the short term policy is to be one of Hold the Line whilst more detailed investigation (starting with the Exe Estuary Strategy Study) is carried out. The medium to long-term policy is to be set following those more detailed studies. The policy statement has been amended to this effect.
DARE	Do not agree current standard and condition of defences are adequate to achieve Hold The Line along Dawlish Warren in short term. Unable to identify hotel at Dawlish Warren that may be at slight risk of flooding. Suggests a tidal barrage across the Exe to provide flood defence and renewable energy and should be	Intervention is short term and is recommended as part of Hold The Line to address this. We have amended the short term policy statement text to reflect the very recent deterioration in condition of the spit following autumn 2009 storms. We have reviewed the text about the hotel and removed as this was included in error.

Comments from?	Comments	Proposed Action/Response
	considered at next strategy stage.	We do not believe a barrage here would be appropriate due to the likely significant environmental impacts it would cause.
Individual, Exmouth	Concerned about apparent intention to allow the distal end of Dawlish Warren to wander almost at will, without producing any evidence of the effect this might have on the incoming tidal and outgoing river flows. It is worth spending whatever it takes to HOLD THE LINE at Dawlish Warren, in order to avoid changes everywhere else (within the estuary).	Due to complexities here and significant uncertainty, the SMP can not set a definitive long term policy at this time that addresses all the concerns in this area. Therefore the short term policy is to be one of Hold the Line whilst more detailed investigation (starting with the Exe Estuary Strategy Study) is carried out. The medium to long-term policy is to be set following those more detailed studies. The policy statement has been amended to this effect.
Individual, Teignmouth	“Potential managed realignment” says little though do agree with Managed Realignment policy for the Warren, including an alternative for the rock armour towards the developments.	Due to complexities here and significant uncertainty, the SMP can not set a definitive long term policy at this time that addresses all the concerns in this area. Therefore the short term policy is to be one of Hold the Line whilst more detailed investigation (starting with the Exe Estuary Strategy Study) is carried out. The medium to long-term policy is to be set following those more detailed studies. The policy statement has been amended to this effect.

Dawlish to Teignmouth – 6b22 to 6b27

Comments from?	Comments	Proposed Action/Response
Councillor, Dawlish Town Council	Dawlish town issues of flash flooding; brook silting and water run-off upstream from higher land. Problems of railway sea wall erosion threatening future of a much loved attraction. Solution should include wide promenade and new wave return wall to incorporate year round tourist facilities.	This is not within the SMP remit. This is a fluvial issue. This is a potential option for implementation of Hold The Line Policy to be considered by relevant bodies in developing future scheme to continue to defend the railway line. The Action Plan includes an item for pursuing the long term defence of the mainline railway.
Teignbridge District Council	Proposal to investigate ‘Managed Realignment’ at Sprey Point (6b25) is unproven.	We have reviewed this location further and agree that changing policy to Hold The Line is acceptable as MR likely to be less economic option and also retention of this area is unlikely to have a significant effect on processes.
Environment Agency	6d26 – uncertain as to values of the small scale Managed Realignment and Sprey Point.	We have reviewed this location further and agree that changing policy to Hold The Line is acceptable as MR likely to be less economic option and also retention of this area is unlikely to have a significant effect on processes.
Environment Agency	6b27 – The Point is a dynamic feature and perhaps should be considered separately from the adjacent seawall. A Hold The Line policy would mean we have to replenish the Point and it’s currently low-levels.	We have separated out The Point as a separate unit (and re-numbered subsequent units). MR has been determined to be the most appropriate policy for The Point to allow intervention if needed, although intent would be to allow this to evolve as naturally as possible.
DARE	A more effective wave breaking system may be a solution to wave action/energy affecting the seawall and railway. Groyne systems should be maintained to retain as high a beach level as possible.	This has been considered in the Seawall Feasibility Study. The issue of beach retention could remain even with groynes. We have modified the policy statement to make it clear that consideration to retaining beach along this stretch as part of any future works should be given, but that will ultimately be a decision made at scheme level.
Individual, Teignmouth	Agree with Hold The Line but would like more details in the instance that here are none (at the Point, Teignmouth). Will we eventually end up with Point with a huge concrete wall? Would like to see a detailed study on sediment dynamics before a long term Policy is decided upon.	We have separated out The Point as a separate unit (and re-numbered subsequent units). MR has been determined to be the most appropriate policy for The Point to allow intervention if needed, although intent would be to allow this to evolve as naturally as possible.

Teign Estuary – 6b28 to 6b33

Comments from?	Comments	Proposed Action/Response
RSPB	Support 'Managed Realignment' in upper estuary to enable estuary to adapt to rising sea levels and new inter-tidal habitats.	Comment noted. No further action required.
Devon County Council	Potential impact of 'Managed Realignment' on Racecourse would be great as is a key economic asset for the area.	We have amended the mapping to show a range of potential realignment sites (refer to map edits also). We have left the line that suggests possible impact on the race course to make it clear that this may be an issue in the future. We have also updated the implications table to reflect this.
Teignbridge District Council	'Managed Realignment' in 6b30 needs detailed analysis and mapping of potential Managed Realignment areas needs revising.	We have clarified in the policy statement text that any implementation of MR would be subject to further detailed study, such as Teign Estuary Study.
Environment Agency	Teign Estuary Study will recommend actions to assist Policy delivery. Newton Abbot Racecourse should be mentioned in implications tables.	We have also updated the implications table to reflect this comment.
Environment Agency	6b30 – Consideration should be given to Hold The Line in 3 rd epoch as Managed Realignment could mean there would be a flood risk to Kingsteington without intervention. Managed Realignment methods could be tidal into Forthcoming Green Infrastructure Study for Newton Abbot which will explore habitat creation ideas. An action to investigate amenity and habitat creation opportunities within the racecourse should be considered.	We have modified the policy statement text to clarify that MR should remain an option if needed but where found not to be appropriate then HTL would be the policy. The policy statement includes mention of habitat creation. It would be upto the Green Infrastructure Study on how best to take this forward to implementation, including options within the racecourse.
Environment Agency	6b32 – These are possibly Managed Realignment opportunities at Coombe Cellars and Netherton Point. Existing defences here appear to have limited flood defence function. However, freshwater habitat could be lost.	This is mentioned in Policy Statement already. We have added mention of freshwater habitat in the implications table.

Maidencombe and Watcombe – 6b34 to 6b38

Comments from?	Comments	Proposed Action/Response
Torbay Council	2 nd Paragraph, pg 309 – Mention of Maidencombe and Watcombe Beaches should be removed as these 2 beaches are not in this location but are covered in locations 6b34 and 6b38.	We have amended the text here to remove mention of Watcombe and Maidencombe.

Roundham Head to Churston Cove – 6b54 to 6b57

Comments from?	Comments	Proposed Action/Response
Environment Agency	6b54 and 6b56 – short term maintenance plan required with medium term roll back allocation.	We have included an item in the Action Plan to this effect.
Torbay Council	Clarify what is intended at Goodrington Sands. Do not believe managed realignment could be implemented along all of the policy unit, particularly the southern part.	We have reviewed and clarified that MR should be investigated and implemented where appropriate to do so, but if not appropriate then policy should be HTL at Goodrington Sands.

Dart Estuary – 6b62 to 6b68

Comments from?	Comments	Proposed Action/Response
South Hams County	Implications table states no losses expected of scheduled monuments; however, here are a number of	Data review shows Bayards Cove is within the area of HTL so could be protected (subject to availability of funds). We have modified policy statement wording to reflect potential loss of some assets (e.g. Dartmouth

Comments from?	Comments	Proposed Action/Response
Council	structures at risk within the estuary, in particular Bayards Cove and Castle Cove Castles.	Castle) in areas where policy is NAI.
Individual, Paignton	Hold The Line is the only sensible option. I believe defence scheme for the whole of Lower Kingswear between the station and the Royal Dart Bars to Kittery Court (Priory Street) should be considered. Collins Slip already causes flooding in Priory Street at high spring tides.	We have added text to the short-term that investigation needs to be carried out to develop an implementation programme for when and where works to implement HTL policy are needed. This is carried into the Action Plan also.
Dartmouth and Kingswear Society	Believe that the Hold The Line recommendations for the River Dart are very important.	Comment noted. No further action required.

Blackpool Sands – 6b71

Comments from?	Comments	Proposed Action/Response
Dartmouth and Kingswear Society	Support Hold The Line recommendations for the beach/road at Blackpool.	NB: following further consideration, and for consistency with other parts of the SMP frontage, the final policy here has been changed to 'no active intervention' as future defence will be unlikely to attract public (flood and coastal defence budget) funds. However, policy states that continued private defences could occur if desired.
Blackpool and Start Estate	<ul style="list-style-type: none"> Request that SMP text should acknowledge the geological feasibility of the coast at this location (e.g. 1990 landslip just south of Stoke Fleming led to A379 being closed for many months and the road being re-aligned on a new route). Distinction should be made between failures resulting from geological controls and failures resulting from climate change and rising sea levels. Short Term – Make clear that Hold The Line should apply to protection of A379 and the SW coast path that has recently been re-aligned in this area Medium term – Paragraph 2: Hold The Line should not be limited by phase “maintaining existing structures to the end of xxx effective life” feel maintenance beyond effective life by renewed or enhancement is a perfectly feasible option to adopt. It should also be noted that the telephone and IT connections between UK and the Channel Islands run under Blackpool sands beach. Long term – First half of the text in this section is not written as a policy but as a statement of the author’s assumptions which are frankly a matter of his/her opinion and should not form part of the policy. In particular, the ref. to the narrowing and steepening of the beach eliminating Blackpool Sands attractiveness as a tourist destination is an entirely subjective matter which should not be included in a policy statement such as this. A better way to express this is the “economically feasible” form of words used in the medium term text, and delete reference to “attractiveness of the location as a tourist attraction”. 	<ul style="list-style-type: none"> Our understanding of cliff behaviour in this area is that it is primarily controlled by the geology and we do not believe that this will alter significantly with climate change and sea level rise. This is already indicated in the policy statement so no changes to text made. Further detail of our understanding is provided in Appendix C. We can only refer to the A379, as South West Coast Path policy is to realign as necessary (Note: we have amended unit boundaries to encompass parts of A379 at risk of erosion). We do not feel that the text needs to be modified. Long term text states that defences would need to be replaced either in existing to realigned position. This point has been noted in the implications table. These assumptions set out the reasoning behind the policy option identified. As such we disagree with this comment. We have modified wording in the text to 'potentially reducing its amenity value'. We disagree about removing this fully as it forms part of the reasoning for the policy statement. <p>Note, that following further consideration, and for consistency with other parts of the SMP frontage, the final policy here has been changed to 'no active intervention' as future defence will be unlikely to attract public (flood and coastal defence budget) funds. However, policy states that continued private defences could occur if desired.</p>

Strete to Limpet Rocks (Slapton Sands) – 6b73 and 6b74

Comments from?	Comments	Proposed Action/Response
Natural England	Moving road landward on shingle bar as front bar erodes and rolls back likely to allow road to be maintained for 30 years or more. Implicit to this road will eventually be abandoned. North East reiterates comments from Slaptonline Partnership.	We have modified the policy statement in line with Slaptonline partnership comments (refer to comments below) that address these comments.

Comments from?	Comments	Proposed Action/Response
RSPB	'Managed Realignment' at Slapton Sands will, in time, affects SSSI and NNR through increased salinity and loss of reedbeds. Therefore need to find opportunities to recreate significant area of reedbed and freshwater lagoons (ideally in South Hams area) so SMP does not result in net loss to specialist biodiversity.	Changes would be as a result of 'natural process' so question if compensatory habitat would be needed. We have modified the policy statement in line with Slaptonline partnership comments (refer to comments below) that address these comments, although Slaptonline Partnership comments disagree with this point.
Devon County Council	County Council commit itself to maintaining the highway whilst this is technically feasible and cost effective to do so.	We have mentioned this point in the revised policy statement text.
South Hams District Council	Conclusion of monitoring by University of Plymouth is that presence of locally sourced shingle bastions are having a positive effect on beach material accretion with modification and annual replenishment, here natural defences provide the buffer period at spring high tide with easterly gales and minimise damage.	We have reflected this comment in the text for the short term about continuing localised beach management activity. This would encompass measures such as those mentioned.
South Hams District Council	Proposal for Managed Realignment in long term appears to imply that defences for Torcross village will be abandoned, removed or realigned. This could result in the majority of properties behind the wall being destroyed by storms. If this were to occur then the oblique alternative realignment shown on the SMP plan would serve little purpose. I think that this line would be more appropriate to give protection in medium term with they long term line at rear of the Ley being extending through to the shoreline.	Depending on where Managed Realignment occurs, that could be the case. We are very uncertain about feasibility of continuing to defend the seaward part of Torcross when the policy for Slapton Sands is to let the shoreline retreat, thus outflanking Torcross. The precise location/extent of Managed Realignment needs more detailed study.
Environment Agency	<ul style="list-style-type: none"> South Devon Shore Dock SAC listed in implications table but the SAC does not extend to this area. What are implications of long term loss of Slapton Ley SSSI Erosion lines on maps look more like beach migration lines. Is this the case? Actions will need to take account of the various studies in this location. We suggest actions list recommends further study to develop long-term management strategy for the site. 	<ul style="list-style-type: none"> We have reviewed SAC data and amended the text accordingly. This has been clarified in policy statement text (refer also to Slaptonline Partnership comments below). Lines show potential risk zones relating to possible changes in shoreline position under preferred plan. We have reflected this comment in the Action Plan
Slaptonline Partnership	<ul style="list-style-type: none"> Slaptonline report still not fully reflected in current consultation SMP document. Recommend a programme of adaptation in order to maintain the economic well being of the community when road link is eventually lost. Community Adaption Plan is a 3 year Defra funded project to develop an adaptation programme (now into 3rd year) to ensure communities and businesses recognise and begin to prepare for the long term implications. Paragraph 2 – Amend text to delete inference that the road prevents roll back of the beach. Paragraph 3 – Add mention that any other option to No Active Intervention in long term has been shown to be extremely expensive and would not attract funding. Paragraph 3 – Amend wording of “future transport provision ...” to reflect “some upgrading of the small inland routes is possible but these cannot be sufficient to replace the road along t5he shingle bar”. Suggest using “therefore adjustments need to be made to the economic and social structure of the local community through long-term adaptation, which will ensure that there is minimal impact on local communities following the loss of the A379”. Short term, paragraph 1 – Road alongside shingle bar is protected by only minimal intermittent defences Short term, paragraph 3 – Upgrading inland routes is an ongoing process undertaken by the Dorset County Council as funds permit. Paragraph 4 – Realignment of road will be done reactively to beach roll back where criteria agreed by the Slaptonline Partnership are met. This will be guided by beach monitoring that is already in place. Paragraph 5 – Not sure how confident can be about south to north drift continuing in long term. Medium term, Paragraph 2 – 1st sentence is wrong, refer to previous text regarding alternatives to A379 and modifying text here. Remove sentence “plans need to be put in place to deal with the risk of breach”. Paragraph 3 – Would like to see Torcross’s defences maintained in current position as long as possible but understand economics would dictate in future. There is some confusion in the wording 	<p>The text has been revised to account for these comments (Note: draft text was reviewed/agreed by Slaptonline Partnership prior to publication).</p> <p>This adaptation plan work has been reflected further in the policy statement.</p> <p>We have amended the text as suggested.</p> <p>We have added mention of this point in the policy statement text. This makes link to economic appraisal.</p> <p>We have amended the text as suggested.</p> <p>Refer also to comments from South Hams DC regarding shingle bastions.</p> <p>We have amended the text as suggested. Refer also to 'preferred plan' comments above.</p> <p>We have amended the text as suggested.</p> <p>We have amended the text as suggested.</p>

Comments from?	Comments	Proposed Action/Response
	<p>as to what is the difference between the western side and the landward side of Slapton Ley.</p> <ul style="list-style-type: none"> • Paragraph 2 – Remove reference to inland route (refer to previous comment). • Paragraph 3 – Questions sense of reporting any breaches in shingle bar at this stage as would be expensive to achieve. Impact of breaches on the SSSI would be considered natural. It is a dynamic changing system; some interest features would be lost and others gained. • Summary Table, long term – Amend reference to “to report breaches through Managed Realignment” as per comment above. • Implications Table – <ul style="list-style-type: none"> ○ Land use, infrastructure and material assets column; remove reference to alternative route. ○ ‘Water’ column; a breach would affect the nature of the water from fresh to saline but water quality would not decline as may be inferred from current wording. ○ We see no mechanism by which the South Devon Shore Dock SAC would be impacted. 	<p>We have amended the text as suggested. Refer to comments above.</p> <p>We have amended the text as suggested.</p> <p>Refer to comments above.</p> <p>We have further reviewed this and amended text accordingly.</p> <p>We have further reviewed this and amended text accordingly (with reference to response above).</p> <p>We have amended the implications table as suggested.</p>
Individual, Teignmouth	Agree with Managed Realignment policy at Slapton, but feel the document says little regarding the “adaptation plan”.	We have modified the policy statement in line with Slaptonline partnership comments (refer to comments above) that address these comments.
Dartmouth and Kingswear Society	We query whether a stronger (more interventionist) approach should not be adopted for Slapton Sands.	Slapton Line Study in 2006 found this not to be viable in the long-term. This is clearly stated in policy statement.

Beesands – 6b75 and 6b76

Comments from?	Comments	Proposed Action/Response
South Hams District Council	Short Term = Managed Realignment :- The northern section of this zone is very similar to Slapton line with shingle bar and freshwater ley but with but with only an access track serving a small number of private dwellings. The modification of classification would give a more consistent approach. Could this section be subdivided (as Torcross/Slapton line), to take account of the 2 dissimilar forms of defence and value of the property protected.	<p>We have split 6b75 into 2 parts and moved current 6b76 boundary north to about southern of end Beesands. The ley now has a policy of No Active Intervention; Beesands would be Hold The Line, with localised Managed Realignment in medium/long term to manage the interface with the NAI area fronting the Ley.</p> <p>Note, these are now units 6b77 and 6b78.</p>
Environment Agency	6b76 – South Devon shoe dock SAC extends into this area and should be reflected in implications for biodiversity.	We have reviewed the information about this feature and amended the text accordingly.

Kingsbridge Estuary – 6c03 to 6c07

Comments from?	Comments	Proposed Action/Response
South Hams	<p>6c04 – Zone contains West Charleton historic dam. This structure is in private ownership and has had maintenance in the past but its water control system is not operating correctly. Its listed structure and permission is needed for works on it.</p> <p>A controlled breach in the structure would allow the re-establishment of held marshland in an area where</p>	The policy statement has been amended to indicate consideration could be given to MR if opportunities arise, subject to detailed study, so long as to do so does not affect the aim of the plan to continue to reduce flood risk in areas that are currently defended.

Comments from?	Comments	Proposed Action/Response
	inter-tidal habitat is being squeezed by SLR.	
Environment Agency	pg 338 - Amend name of SSSI to be "Salcombe to Kingsbridge SSSI".	We have amended the text in the implications table as suggested.

Bolt Tail to Avon Estuary – 6c08 to 6c12

Comments from?	Comments	Proposed Action/Response
South Hams	<p>Short Term = Hold The Line; Medium Term = Hold The Line; Long Term = Managed Realignment: - (6c10) Concerned about states proposed for inner Hope in particular. It's community of around 65 properties with many listed buildings. The road supported by the masonry sea wall is the only direct link to outer Hope and beyond. Is it appropriate to assume that any breach in this defence would have to be funded by bodies such as the highways authority, district council and the community?</p> <p>6c11 – Section includes part of Thurlstone Golf Course. Any proposal to create a new defence line along the access road will be met with alarm by the golfers. This could be contested case where although the Environment Agency might be prepared to part fund a Managed Realignment scheme, they will not contribute to defending the present dune line.</p>	<p>We have appraised this option but found that the erosion risk is small and very unlikely to justify Flood and Coastal Defence budget, hence No Active Intervention is recommended. Policy does allow defences to be retained here, but should not expect Flood and Coastal Defence budget to fund them. Have made this clearer in document.</p> <p>The exact location of any realignment would be determined at scheme level. SMP only gives an indication of possible location.</p> <p>We do not believe that this could be contested on funding grounds if the case for MR meets national funding criteria but HTL does not.</p> <p>Note, that following further consideration, and for consistency with other parts of the SMP frontage, the final policy here has been changed to 'no active intervention' for the short term as future defence even in the first epoch will be unlikely to attract public (flood and coastal defence budget) funds. However, policy states that continued short lengths of private defences could be retained if desired.</p>
Environment Agency	<p>6c09 – Part of South Devon Shore Dock SAC is in this section, needs adding to implications table under biodiversity.</p> <p>6c11 – What are the implications of long term loss of South Milton Ley SSSI? A short term maintenance plan is needed with medium term roll back allocation.</p>	<p>We have reviewed the information about this feature and amended the text accordingly.</p> <p>Note, that following further consideration, and for consistency with other parts of the SMP frontage, the final policy for 6c11 has been changed to 'no active intervention' for the short term as future defence even in the first epoch will be unlikely to attract public (flood and coastal defence budget) funds. However, policy states that continued short lengths of private defences could be retained if desired.</p>

Avon Estuary – 6c13 to 6c15

Comments from?	Comments	Proposed Action/Response
South Hams	<p>6c15 – Short Term = Hold The Line; Medium Term = Hold The Line; Long Term = Managed Realignment: The coast road fronting sedgewell cave and the car park entrance is the only vehicular route into Bigbury-on-sea, a community of 100 and properties. It sits above coastal slope in both Local Authority and private ownership. Mains services are present in the highway and no inland diversion route is practicable without enormous investment.</p> <p>Defence works to ensure the sustainability of the road would appear to be the only viable option for the foreseeable future.</p>	<p>The erosion risk is slight and therefore unlikely to attract Flood and Coastal Defence budget. The Plan does state measures to protect road could occur, but should not expect Flood and Coastal Defence budget to fund it. We have clarified this further in the policy statement.</p>
Environment Agency	Is there sufficient issue's to treat Burgh Island as a separate unit?	We have included Burgh Island within the Bigbury-on-Sea unit under NAI policy as intervention here would be dependent upon private landowner and could not expect to receive public funds.
Stuart Watts, Aune Conservation Society	<p>Avon Estuary Siltation Research Project concludes that estuary is slowly filling up and there is a strong economic argument (tourism and recreation and Bigbury-on-sea and Bantham) for trying to slow that process down over the longer term in an environmentally acceptable way.</p> <p>One way to do this may be to restore the derelict groynes on Cochleridge to slow down movement of sand into the estuary and the steady erosion of Cockleridge.</p> <p>Unless No Active Intervention is changed to Hold The Line, there seems little prospect of implementing any</p>	<p>This would not attract Flood and Coastal Defence budget.</p> <p>SMP policy relates only to flood and coastal defence of the shoreline. Policy is not to address issues of siltation etc which are navigation issues. Any works to address siltation should not be prevented by the SMP, provided that the detailed Environmental Impact Assessment that would be needed to carry out any such works demonstrates that such works do not go against the SMP policy.</p>

Comments from?	Comments	Proposed Action/Response
	scheme here for this purpose.	

Challaborough – 6c16

Comments from?	Comments	Proposed Action/Response
Environment Agency	A short term maintenance plan is needed with medium term roll back allocation.	Note, that following further consideration, and for consistency with other parts of the SMP frontage, the final policy here has been changed to 'no active intervention' as future defence will be unlikely to attract public (flood and coastal defence budget) funds. However, policy states that continued private defences could occur if desired either along existing or realigned extents.

Wembury Point To Mount Batten – 6c27

Comments from?	Comments	Proposed Action/Response
South Hams	A number of communities with various forms of defence exist within this unit; Wembury, Heybrook Bay, Bovisand and Fort Bovisand. Locally sourced finance will be required to maintain these structures?	The erosion risk is small and is unlikely to attract Flood and Coastal Defence budget. Therefore No Active Intervention recommended. The Plan does state defence could continue, but should not expect Flood and Coastal Defence budget. We have reviewed the text to ensure that this is clear.

Plymouth Sound (including Plym Estuary) – 6c28 to 6c30 plus 6c41 to 6c46

Comments from?	Comments	Proposed Action/Response
Environment Agency	Action Plan should consider a study to examine the longevity of the breakwater and identify risks as a result of sea level rise. Is there sufficient issue's for Drakes Island to treat this as a separate unit?	An item has been included in the Action Plan to address long term management of the breakwater. However, we have removed the breakwater as a policy unit in the SMP as is forms part of potential implementation of policy and should not have an SMP policy in its own right. To do so would also be inconsistent with other SMPs. Instead we have stated the assumption that they will remain and the consequences for policy if that assumption is wrong. Drakes Island has been included in unit 6c30.
Mount Edgcombe Estate	Would be grateful for confirmation that the existing sea defences (along Mount Edgcombe Estate) will be maintained and will not be allowed to go down as part of your policy of Managed Realignment and No Active Intervention.	Having checked the extent of Mount Edgcombe Estate most of it is currently undefended and at little risk of significant erosion, therefore SMP policy of NAI is correct. Areas where defences occur within the estate are within areas where localised HTL policy is stated.

Tamar Estuary – 6c31 to 6c40

Comments from?	Comments	Proposed Action/Response
Environment Agency	6c32 and 6c33 – Action Plan should consider a study to examine Managed Realignment and identify risks to property and options for creation of habitat.	The policy in the upper Tamar has been amended to reflect lack of detailed information to say exactly where existing defences should be held or realigned and where NAI should prevail. Have therefore modified policy to reflect this uncertainty and allowing more detailed study to determine more site specific policy. This need for a detailed study is included in the Action Plan.

Comments from?	Comments	Proposed Action/Response
Environment Agency	6c35 – The River Lynher is a largely undefended estuary so we would recommend that the policy reads No Active Intervention as the headline, with Hold The Line for the defended areas.	Agree. We have switched the statement around as suggested.