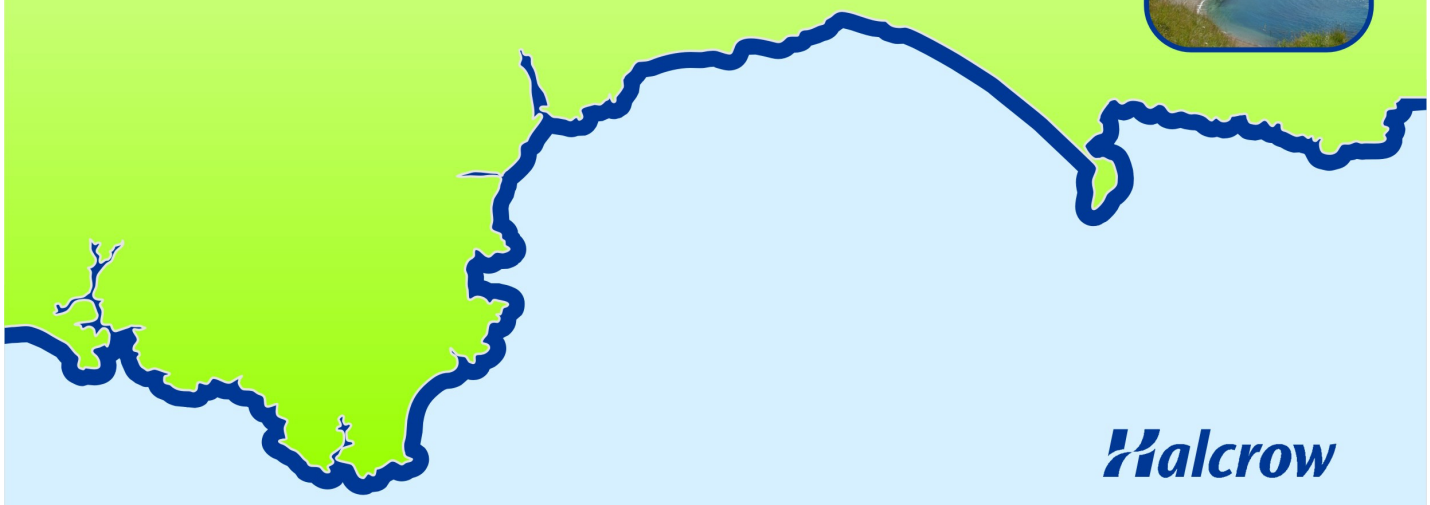
South Devon and Dorset Coastal Advisory Group (SDADCAG)

Shoreline Management Plan (SMP) 2
Durlston Head to Rame Head

Appendix E – Issues and Objectives Evaluation



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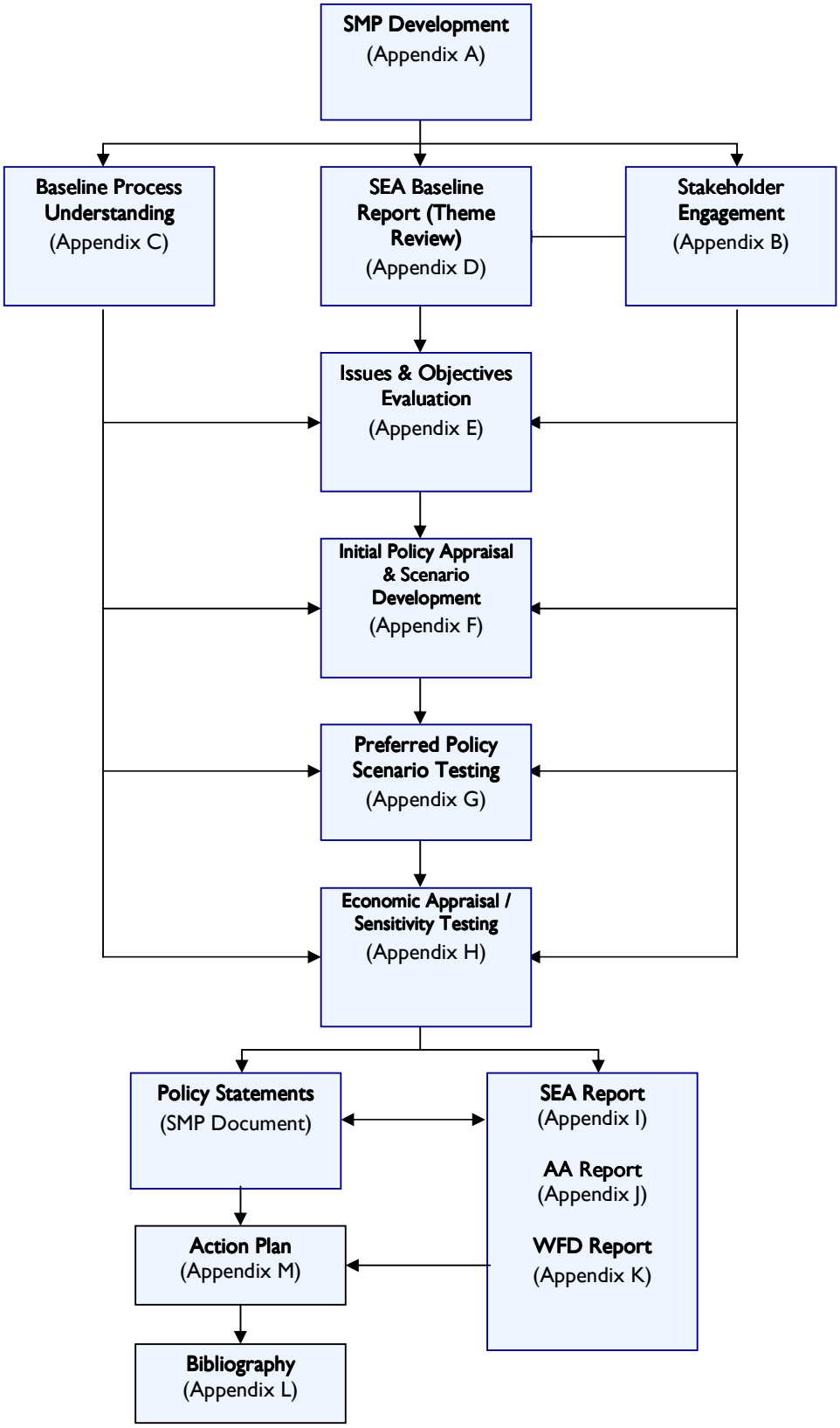
The Supporting Appendices

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.


SMP Development
(Appendix A)
Baseline Process Understanding
(Appendix C)
SEA Baseline Report (Theme Review)
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E.1 Assessment of Issues and Objectives

E.1.1 Introduction

In order to develop policies, there needs to be a clear understanding of the issues and objectives that will need to be addressed by future shoreline management. This report identifies the key issues and objectives for the coast between Durlston Head and Rame Head.

E.1.1.1 Identification of features and issues

Features and related coastal erosion and flood risk issues were identified using Appendix D 'SEA Environmental Baseline Report (Theme Review)' of the SMP and information gathered as part of the Initial Consultation exercise. The identification of key issues is therefore based on information made available to us at the time of writing this document.

The inland boundary of the SMP has been taken to be 1km inland of the coastline between Durlston Head and Rame Head, modified to include the whole indicative coastal flood risk zone where this extends further inland. Key features and coastal or flood risk issues associated with this area have been included in this Issues and Objectives Report.

The coast has been split into 17 regions:

- Durlston Head to White Nothe;
- White Nothe to Redcliff Point;
- Redcliff Point to Portland Bill;
- Portland Bill to Thorncombe Beacon;
- Thorncombe Beacon to Beer Head;
- Beer Head to Otterton Ledge;
- Otterton Ledge to Straight Point;
- Straight Point to Holcombe;
- Holcombe to Hope's Nose;
- Hope's Nose to Berry Head (Tor Bay);
- Berry Head to Blackstone Point;
- Blackstone Point to Start Point;
- Start Point to Bolt Head;
- Bolt Head to Wembury Point;
- Wembury Point to Devil's Point;
- Tamar Estuary;
- Mount Edgcumbe to Rame Head.

The tables in Section 1.2 include a summary of key considerations for each region, which defines the key characteristics of an area and identifies potential areas of conflict, which will need to be considered when developing policies.

E.1.1.2 Definition of objectives

The setting of objectives helps to ensure both clarity and consistency across the Shoreline Management Plan (SMP) area, whilst the identification of why a feature is important and any potential issues associated with coastal erosion and flooding, helps us to understand how an objective may be achieved.

An objective defines a target or goal that the SMP aspires to in delivering the plan. However, it is important to understand that quite commonly there are conflicting objectives for a particular stretch of coast.

Therefore it is likely that not all objectives will be achieved by the SMP - the aim of the SMP is to seek to provide a balanced plan, which considers people, nature, historic and socio-economic realities.

Using the Defra Shoreline Management Plan Guidance (2006), Strategic Environmental Assessment (SEA) guidelines and through internal discussions, a list of objectives was developed and, using the issues identified, appropriate objectives were defined for each feature. Those objectives which relate to statutory requirements are shown in bold text.

The objectives defined in Table 1 cover broad 'high level' features that may influence policy decisions in coastal management and that can be used to adequately assess the preferred policy option. Some features such as priority habitats, for example, have been excluded from the table as a thorough appraisal of them is not possible without knowledge and specific details of project level schemes or because complete data coverage of the SMP area is not available.

Some assets such as those associated with commercial fishing and dredging activities are unlikely to be affected by policy decisions in coastal management at SMP level, and are therefore excluded from Table 1 below. However, the benefits and constraints of coastal flood and erosion risk management for fisheries will be considered further at strategy or scheme level.

E.1.1.3 SEA Objectives

Table 1 shows the generic SMP objectives that were defined for the SMP following the identification of key assets and features within the plan area. These objectives will provide a framework to develop and appraise sustainable policies.

Within the environmental objectives, a distinction has been made between those that arise from legal (shown in ***bold italics)*** and those that do not represent legal obligations. The relevant Strategic Environmental Assessment (SEA) receptor to which the objectives relate, are shown in brackets.

Table 1: SEA Objectives

	Objective	Features covered by the objective
Social	To avoid loss of property due to erosion and/or manage risk of flooding to people and property [1] (Population and human health)	Houses Community
	To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities [1] (Population and human health)	Key vulnerable community facilities (e.g. surgeries, hospitals, aged persons homes, schools, shops, churches, libraries etc) Key amenity facilities (e.g. public open space, car parks etc) Key recreational facilities (e.g. bathing beaches, swimming pools, Country Parks, Castles and Forts) Access to community/amenity facilities Other than in exceptional circumstances, Public Rights of Way (e.g. the South West Coast Path National Trail) will not be considered in the detailed policy appraisal.

[1] Reference to flooding or erosion will be removed where not applicable

	Objective	Features covered by the objective
Economic	To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities [1] (Population, material assets)	Shops, offices, businesses, factories, warehouses, golf courses, areas identified for regeneration, nursery grounds, caravan parks, stone and mineral extraction sites, military establishments and others key areas of employment
	To minimise the impact of policies on marine operations and activities (Material assets)	Ports and harbours, Boatyards Moorings, Yacht and Sailing Clubs. Lifeboats, Ferry terminals Coastguard, lifeboat and lifeguard. Access to the sea and navigation
Economic	To ensure critical road and rail linkages are maintained (Material assets)	A -, B - and minor roads (where linkage is a key issue) Railway lines and stations
	To ensure critical services remain operational (Material assets)	Pumping stations, sewage works, wind turbines, landfills, power stations, sub-stations Access for emergency services
Environmental	***To support- natural processes and maintain visibility of geological exposures throughout internationally and nationally designated Earth Heritage sites*** (Geology and Soils)	World Heritage Site Geopark Geological SSSIs
	To support natural processes and maintain the integrity of internationally designated nature conservation sites and the favourable condition of their interest features (Flora, fauna and biodiversity)	SPAs, SACs (to include Marine SACs) and Ramsar Sites
	To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated nature conservation sites. (Flora, fauna and biodiversity)	SSSIs, NNRs, Areas of Special Protection
	To avoid adverse impacts on, conserve and where practical enhance the designated interest of locally designated conservation sites (Flora, fauna and biodiversity, geology)	Statutory LNRs Non-statutory wildlife sites RSPB reserves County Wildlife Trust reserves RIGS There is also a generic **statutory** duty (NERC Act 2006) to have regard for the conservation of biodiversity, which applies to all public bodies and which extends beyond designated sites.
	To prevent pollution from contaminated	Relict landfill sites, disused mines, potentially contaminated land, bathing water, surface and

	Objective	Features covered by the objective
	sources (Geology and soils, water)	ground water
	To avoid loss of scheduled and other internationally and nationally important heritage assets and features. (Cultural heritage)	World Heritage Sites Scheduled Monuments Registered Parks and Gardens Listed Buildings Marine Wreck Sites Built Conservation Areas Non-designated historic and archaeological sites and landscapes that have been identified by archaeologists as nationally important
	To conserve and enhance AONBs (by maintaining the highest quality of undeveloped coastal and estuarine landscape as a defining feature of the AONB) and avoid conflict with AONB Management Plan or Heritage Coast Objectives. (Landscape)	Areas of Outstanding Natural Beauty (AONB) - The South Devon AONB Management Plan policy seeks to respond positively to the challenges of coastal change and sea level rise by planning for the future; and to consider natural processes and "soft defences" in long term coastline management wherever appropriate, accompanied by the realignment of coastal infrastructure to more sustainable locations where there is space to accommodate it". Heritage Coast
	To avoid loss due to erosion of and/or manage risk of flooding to agricultural land (Population, soils)	Grades 1 – 3A Farmland
	To ensure MoD ranges remain operational. (Population, material assets)	Ministry of Defence ranges and land

The SEA Environmental Baseline Report (Theme Review) has identified that impacts on air can be scoped out of the SMP study, as they will not influence or be affected by the recommendations of the final SMP.

E.1.1.4 Links to other plans and projects

The SMP represents the first 'tier' in the strategic coastal erosion and flood risk management process, providing the overall framework within which more detailed assessments of flood and erosion risk, such as strategy plans and coastal management schemes, can be carried out. These assessments cover smaller areas and so are generally better able to address local features of importance and local issues.

This SMP is an update of both the Durlston Head to Portland Bill SMP and the Portland Bill to Rame Head SMP produced by Mouchel and Posford Duvivier respectively in 1998. The decision to combine these two first generation SMPs was based upon the recommendation in the Defra SMP guidance (Defra, 2006) to ensure coherent management of the link to the Isle of Portland, which could be at risk in the future as a result of the possibility of Chesil Beach, which currently connects the Isle of Portland to the mainland, breaching. The pre-existing eastern and western boundaries at Durlston Head and Rame Head were considered appropriate boundaries to be retained (Defra, 2006).

The Coastal Steering Group also determined that this SMP should include all of the estuaries along the coast between Durlston Head and Rame Head, and that consideration of these should be given up to the tidal limits of each.

This SMP was developed and produced in accordance with the latest Procedural Guidance (PG) for the production of SMPs (Defra, 2006).

The SMP provides a large-scale assessment of the risks associated with coastal evolution and presents a policy framework to address these risks in a sustainable manner with respect to people and to the developed, historic and natural environment. The SMP is a non-statutory, policy document for coastal flood and erosion risk management planning. It takes account of other existing planning initiatives and legislative requirements and is intended to inform wider strategic planning. It does not set policy for anything other than coastal flood and erosion risk management. The SMP process does, however, aim to achieve an integrated approach to coastal management. The SMP's relationship with the land use (spatial) planning process is particularly important with links to both regional spatial strategies[2] and local development frameworks.

In particular, the SMP boundaries will coincide with the boundaries of Catchment Flood Management Plans (CFMPs), though the interests and issues of concern may expand across the boundary of the SMP and overlap with the adjacent CFMPs. The CFMPs that have been considered during the development of the SMP are:

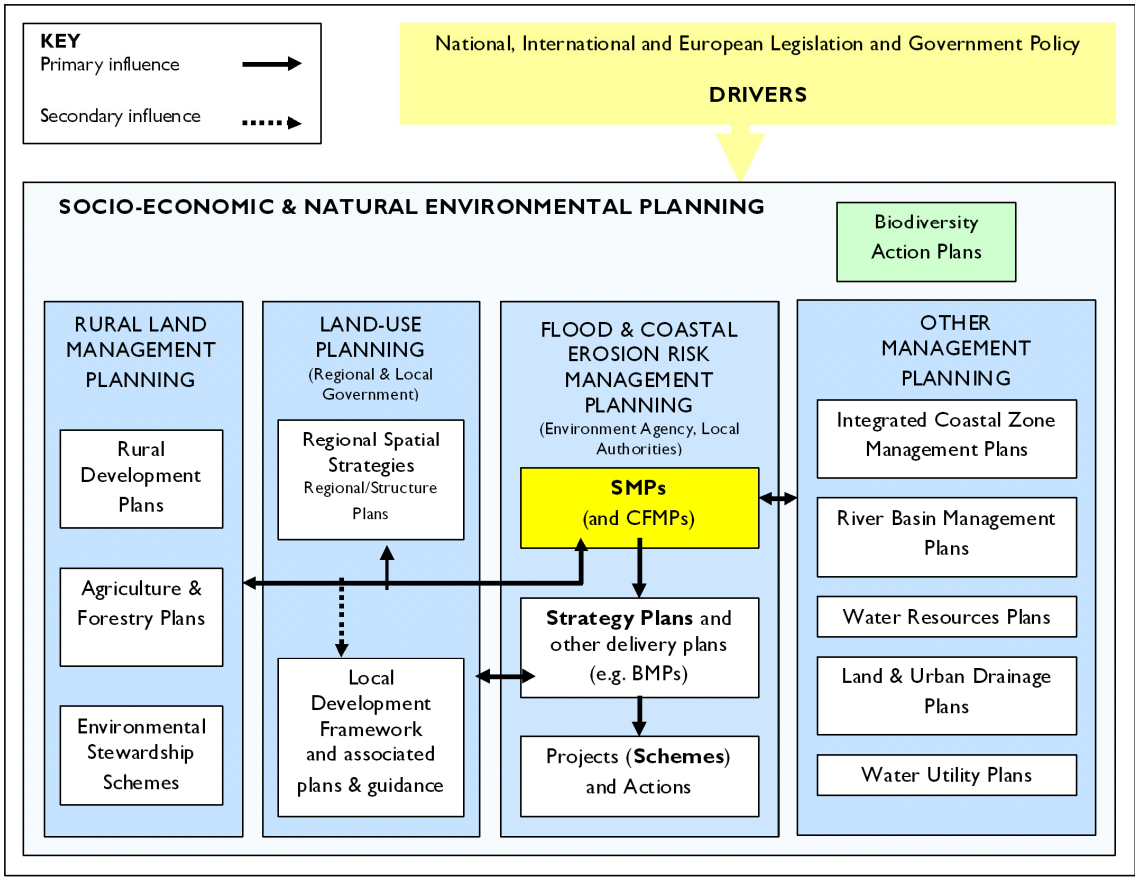
- East Devon CFMP (May 2008);
- Exe CFMP (April 2008);
- South Devon CFMP (July 2008);
- River Tamar CFMP (February 2008); and
- West Dorset CFMP (May 2008).

Other estuary management plans are also being developed within the study area and this SMP has tried to ensure that the development of these plans has been integrated into the SMP approach. These other plans are:

- Axe Estuary;
- Erme Estuary; and
- Yealm Estuary.

The diagram below demonstrates how the SMP fits into the wider planning system, including the relationship with CFMPs.

[2] It should be noted that on 6th July 2010 the Secretary of State for Communities and Local Government announced the revocation of regional strategies (including Regional Spatial Strategies) with immediate effect. However, reference to the RSS is retained in this and the other SMP documents for reference as it was a valid planning document during the development and appraisal of policy options for this SMP and was only revoked following completion of the policy appraisal and preferred policy selection process.


KEY
Primary influence
Secondary influence
National, International and European Legislation and Government Policy
DRIVERS
SOCIO-ECONOMIC & NATURAL ENVIRONMENTAL PLANNING
Biodiversity Action Plans
RURAL LAND MANAGEMENT PLANNING
Rural Development Plans
Agriculture & Forestry Plans
Environmental Stewardship Schemes
LAND-USE PLANNING
(Regional & Local Government)
Regional Spatial Strategies
Regional/Structure Plans
Local Development Framework and associated plans & guidance
FLOOD & COASTAL EROSION RISK MANAGEMENT PLANNING
(Environment Agency, Local Authorities)
SMPs
(and CFMPs)
Strategy Plans and other delivery plans (e.g. BMPs)
Projects (Schemes) and Actions
OTHER MANAGEMENT PLANNING
Integrated Coastal Zone Management Plans
River Basin Management Plans
Water Resources Plans
Land & Urban Drainage Plans
Water Utility Plans

E.1.2 'No Active Intervention' Assessment of Impacts upon Issues and Objectives

The following tables present the appraisal of the baseline 'No Active Intervention' scenario throughout the SMP area in terms of the impacts of flooding and erosion upon the various features that have been identified along the coastline. The features at potential flood or erosion-risk have been identified within the various timeframes of the SMO (e.g. short term, medium term and long term).

DURLSTON HEAD TO WHITE NOTHE						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Kimmeridge Bay	• Popular location for visitors, in particular for its geological interest, therefore beach access points and car parking facilities are important. • There is a potential risk of flood damage to upper and lower car park and quay. • There is an oil well located at the cliff top	• To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities.	This stretch of coastline is characterised by cliffs of outstanding landscape and geological value, therefore a key consideration will be the conservation of this asset. There is a need to ensure that the preferred SMP policies are compatible with the objectives of the Jurassic Coast World Heritage Plan. For the majority of the coast this should not be an issue because it is mainly undeveloped and farmland is low grade (less than Grade 3). Potential areas of conflict are at the key visitor access points at Lulworth Cove and Kimmeridge Bay, where small stretches of defences already exist. Sediment linkages along this stretch are minimal and erosion rates of the cliffs are geologically controlled. Key risk areas are where soft clay crop out, as these are locations where large landslide events could occur. **No Active Intervention:** Conflicts between enhancing geological exposures and protecting settlements/archaeological sites at Kimmeridge and West Lulworth and Lulworth Ranges/maintaining designated terrestrial habitats.	Permanent loss of some community, recreational and amenity facilities due to erosion. Both the upper and lower car park, and associated tourist facilities may be affected by erosion. The oil well is not at risk of cliff-top erosion.	Permanent loss of some community, recreational and amenity facilities due to erosion. Both the upper and lower car park, and associated tourist facilities may be affected by erosion. The oil well is not at risk of cliff-top erosion.	Permanent loss of some community, recreational and amenity facilities due to erosion. Both the upper and lower car park, and associated tourist facilities are likely to be increasingly affected by erosion. The oil well is not at risk of cliff-top erosion.
Lulworth Cove	• Popular tourist beach. • Small collection of shops located at access point. Currently a small length of private seawall protects this area from flooding. • Other properties tend to be located further inland and on higher land. • The Cove is also used by small leisure boats.	• To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To minimise the impact of policies on marine operations and activities.		Permanent loss of some community, recreational and amenity facilities due to erosion and flooding, particularly at the western end of Lulworth Cove at the access road (main road).	Permanent loss of some community, recreational and amenity facilities due to erosion and flooding. Part of the B370 main access road to Lulworth Cove may be affected due to erosion and flooding.	Permanent loss of some community, recreational and amenity facilities due to erosion and flooding. Part of the B370 main access road to Lulworth Cove may be affected due to erosion and flooding.
Isle of Portland to Studland Cliffs SAC	• Designated for the vegetated sea cliffs and also the semi-natural dry grasslands. • Any changes to the coastal evolution could therefore affect this.	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.***		Potential change in conservation value of SAC and loss of some grassland habitats due to erosion and flooding.	Potential change in conservation value of SAC and loss of some grassland habitats due to erosion and flooding.	Potential change in conservation value of SAC and loss of some grassland habitats due to erosion and flooding.
Dorset and East Devon World Heritage Site and South Dorset Coast SSSI (geological)	• Status achieved by exposure of cliff which "depicts a geological 'walk through time' spanning the Triassic, Jurassic and Cretaceous periods". • Erosion is key to the conservation of the World Heritage Site, therefore a 'threat' is the construction of coastal defences. • Key geological features within this unit include the Kimmeridge clays and Lulworth Cove.	• ***To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs.***		Continuation of natural processes is key to the integrity of the South Dorset Coast SSSI and WHS, therefore NAI would continue to maintain the geological exposures of these features.	Continuation of natural processes is key to the integrity of the South Dorset Coast SSSI and WHS, therefore NAI would continue to maintain the geological exposures of these features.	Continuation of natural processes is key to the integrity of the South Dorset Coast SSSI and WHS, therefore NAI would continue to maintain the geological exposures of these features.
South Dorset Coast SSSI (biological)	• Majority of unimproved grassland in Dorset falls within the South Dorset Coast site. This stretches inland from the cliff top, but the net area of the site will be reduced by coastal erosion.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Continued loss of unimproved neutral and calcareous grassland within SSSI from erosion and flooding. Continued range of	Continued loss of unimproved neutral and calcareous grassland within SSSI from erosion and flooding. Continued range of	Continued loss of unimproved neutral and calcareous grassland within SSSI from erosion and flooding. Continued range of

DURLSTON HEAD TO WHITE NOTHE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	No Active Intervention Scenario		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
				vegetation zones on soft rock undercliffs.	vegetation zones on soft rock undercliffs.	vegetation zones on soft rock undercliffs.
Dorset Area of Outstanding Natural Beauty	• The area is designated for its rich landscape which encompasses landscape, people and nature. The AONB aims to conserve the best qualities of the landscape by helping to guide and manage change. • The South West Coast Path also runs along the most of this frontage – but there is potential for this to be relocated.	• *To conserve and enhance AONBs* and avoid conflict with AONB Management Plan or Heritage Coast Objectives.		Minor change in landscape due to increased erosion; minimal impacts on AONB through flooding.	Minor change in landscape due to increased erosion; minimal impacts on AONB through flooding. Potential for deteriorating structures to become unsightly.	Moderate change in landscape due to increased erosion; minimal impacts on AONB through flooding. Potential for deteriorating structures to become unsightly.
Historic environment assets	• There are a number of isolated monuments along the coastal strip, including wartime buildings, which often sit close to the cliff edge. Those sites which are located closest to the cliff edge are at greatest risk. • Cliff erosion led to the dismantling and rebuilding of Clavell Tower by Landmark Trust (2006 – 2008). • Durlston County Park and Castle, built in 1886 and owned by Dorset County Council, is not currently at flood-risk. However, the long-term future of these assets requires consideration. There are ongoing development works to refurbish, extend and alter the castle (The Durlston Project) and to incorporate a visitor centre. • Two Registered Parks and Gardens: Lulworth Castle and Encombe	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Potential partial loss of up to 4 Scheduled Monument s (SM) comprising Alum Works SM at Kimmeridge Bay, Bindon Hill Camp SM, Flowers Barrow SM and The Warren Field System SM due to erosion. Potential loss of small area of Lulworth Castle and Encombe Registered Parks and Gardens.	Potential partial loss of up to 4 Scheduled Monument s (SM) comprising Alum Works SM at Kimmeridge Bay, Bindon Hill Camp SM, Flowers Barrow SM and The Warren Field System SM due to erosion. Potential loss of small area of Lulworth Castle and Encombe Registered Parks and Gardens.	Potential partial loss of up to 4 Scheduled Monument s (SM) comprising Alum Works SM at Kimmeridge Bay, Bindon Hill Camp SM, Flowers Barrow SM and The Warren Field System SM due to erosion. Potential loss of small area of Lulworth Castle and Encombe Registered Parks and Gardens.
Agricultural land	• Farmland stretches inland from the cliff top, therefore any erosion will affect net area. However this is low-grade farmland (Grade 3 and below).	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Loss of grades 3, 4 and 5 agricultural land due to erosion.	Loss of grade 3 agricultural land due to erosion.	Loss of grade 3 agricultural land due to erosion.
Lulworth MoD Ranges (Bindon Range)	• The net area of range will be affected by erosion, but functionality as a military training area should not be affected. • There is a risk of unexploded ordnance.	• To ensure MoD ranges remain operational.		Minimal loss of land used as ranges.	Minimal loss of land used as ranges.	Minimal loss of land used as ranges.

WHITE NOTHE TO REDCLIFF POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Isolated cliff top properties, small settlements and holiday complexes including Ringstead, Osmington Mills, and Osmington Bay Holiday Centre	• The risk to these is dependent upon the local cliff geology. Some are residential and some are holiday accommodation. Linkages to these tend to run inland therefore linkages are not at risk until properties are lost. Local defences already exist at Ringstead. • There is a need for greater consideration of the processes and implications of coastal management policies at Ringstead, particularly with regard to the presence of the caravan park and the current use of rock armour.	• To avoid loss of property due to erosion.	This is a mainly cliffed section of coast, undefended apart from a short stretch of defence in Ringstead Bay. The majority of this section is mainly undeveloped, but with a number of small developments and isolated properties. Protection of these could however, be at conflict with the nature conservation and landscape objectives and may not be economically justified. There could also be issues for the net east to west transport of sediment, although actual transport tends to be low, due to low contemporary sediment supply from cliff erosion (due to cliff type) and natural interruption of sediment drift due to the headlands. In places there is also the risk of relict landslide complexes, which could become reactivated, making management more difficult. No Active Intervention: Conflicts between enhancing geological exposures and protecting settlements e.g. at Osmington Mills. Some of the earth heritage features in this section have been obstructed by development. There is a need to ensure that the preferred SMP policies are compatible with the objectives of the Jurassic Coast World Heritage Plan.	Loss of some properties at Osmington Mills on the lower part of Mills Road by cliff erosion and some flooding (though the latter process to a lesser degree). Loss of isolated properties along coastal stretch. Loss of land occupied by caravans at Ringstead. Loss of some properties at Burning Cliff due to erosion. Loss of sewage works due to erosion.	Loss of some properties at Osmington Mills on the lower part of Mills Road by cliff erosion and some flooding (though the latter process to a lesser degree). Loss of isolated properties along coastal stretch. Loss of land occupied by caravans at Ringstead. Loss of some properties at Burning Cliff due to erosion. Loss of sewage works due to erosion. Osmington Bay Holiday Centre at risk of erosion.	Loss of some properties at Osmington Mills on Mills Road and potential loss of some land occupied by Osmington Mills Caravan site by cliff erosion and some flooding (though the latter process to a lesser degree). Loss of isolated properties along coastal stretch. Loss of properties and sewage works at Shortlake Street due to erosion. Increased loss of land occupied by caravans at Ringstead. Loss of some properties at Burning Cliff due to erosion. Loss of sewage works due to erosion. Osmington Bay Holiday Centre at increased risk of erosion.
Isle of Portland to Studland Cliffs SAC	• Designated for the vegetated sea cliffs and also the semi-natural dry grasslands. • Any changes to the coastal evolution could therefore affect this.	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.***		Potential erosion and flooding of designated terrestrial habitat (e.g. dry grassland).	Potential flooding of designated terrestrial habitat (e.g. dry grassland).	Potential erosion and flooding of designated terrestrial habitat (e.g. dry grassland).
Dorset and East Devon World Heritage Site, South Dorset Coast SSSI (geological)	• Status achieved by exposure of cliff which "depicts a geological 'walk through time' spanning the Triassic, Jurassic and Cretaceous periods". • Erosion is key to the conservation of the World Heritage Site and geological SSSIs, therefore a 'threat' is the construction of coastal defences. (NB. The World Heritage Site does not include the short stretch of low-lying land between Furzy Cliff and Weymouth Harbour).	• ***To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs.***		Continuation of natural processes is key to the integrity of the geological SSSIs and WHS, therefore NAI would continue to maintain these features. A gradual reduction in the amount of defences along the frontage as they fail over time due to lack of maintenance work may increase the quality of these features.	Continuation of natural processes is key to the integrity of the geological SSSIs and WHS, therefore NAI would continue to maintain these features. A gradual reduction in the amount of defences along the frontage as they fail over time due to lack of maintenance work may increase the quality of these features.	Continuation of natural processes is key to the integrity of the geological SSSIs and WHS, therefore NAI would continue to maintain these features. A gradual reduction in the amount of defences along the frontage as they fail over time due to lack of maintenance work may increase the quality of these features.
South Dorset Coast SSSI (biological)	• Portland is one of the key limestone areas in Britain, with the limestone grassland communities of particular importance. These	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally***		Potential loss of some designated limestone grassland habitats at base of	Potential loss of some designated limestone grassland habitats at base	Potential loss of some designated limestone grassland habitats at base of

WHITE NOTHE TO REDCLIFF POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	are predominately cliff top habitats, although some exist within the quarries, and therefore the net area of the site will be reduced by coastal erosion. • Within Portland Harbour Shore SSSI, the intertidal shore is also designated. The causeway along the western shore of the Harbour supports extensive maritime grassland. Therefore any changes that affect this area could impact on the SSSI status.	***designated conservation sites.***		cliff through flooding and erosion. However, majority of grassland lost is due to inappropriate scrub control.	of cliff through flooding and erosion. However, majority of grassland lost is due to inappropriate scrub control.	cliff through flooding and erosion. However, majority of grassland lost is due to inappropriate scrub control.
Dorset Area of Outstanding Natural Beauty (only covers up to Redcliff Point)	• The area is designated for its rich landscape which encompasses landscape, people and nature. The AONB aims to conserve the best qualities of the landscape by helping to guide and manage change. • The South West Coast Path also runs along the most of this frontage – but there is potential for this to be relocated.	• ***To conserve and enhance AONBs*** and avoid conflict with AONB Management Plan or Heritage Coast Objectives		Potential change in landscape through increased flooding and erosion.	Potential change in landscape through increased flooding and erosion. Potential for deteriorating structures to become unsightly.	Potential change in landscape through increased flooding and erosion. Potential for deteriorating structures to become unsightly.
Historic Environment Assets	• There are two Scheduled Monuments (SM) along the coastal strip, comprising the Fishpond at west Ringstead SM and a Medieval Settlement at West Ringstead SM. • There are no Registered Parks and Gardens within this stretch of coastline.	• To avoid loss of scheduled and other nationally important cultural heritage sites.		No likely loss of any Scheduled Monuments due to erosion.	Potential partial loss of Medieval Settlement Scheduled Monument at West Ringstead due to erosion Further archaeological sites may be lost due to flooding.	Potential partial loss of Fishpond Scheduled Monument and Medieval Settlement Scheduled Monument at West Ringstead due to erosion. Further archaeological sites may be lost due to flooding.
Agricultural land	• Farmland stretches inland from the cliff top, therefore any erosion will affect net area. However this is low-grade farmland (Grade 3 and below).	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Loss of grades 3 and 4 agricultural land due to erosion and flooding.	Loss of grades 3 and 4 agricultural land due to erosion and flooding.	Loss of grades 3 and 4 agricultural land due to erosion and flooding.

REDCLIFF POINT TO PORTLAND BILL						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Isolated cliff top properties, small settlements and the holiday complexes at Bowleaze Cove	• The risk to these is dependent upon the local cliff geology. Some are residential and some are holiday accommodation. Linkages to these tend to run inland therefore linkages are not at risk until properties are lost. Local defences already exist at Ringstead and Bowleaze Cove/Castle. • There is a need for greater consideration of the processes and implications of coastal management policies at Ringstead, particularly with regard to the presence of the caravan park and the current use of rock armour.	• To avoid loss of property due to erosion.	This is a mainly cliffed section of coast, but is dissected by the River Wey valley, within which Weymouth sits. The cliffs are composed of differing geologies which exhibit differing resistance, therefore, at a local scale, rates of erosion and mechanisms of failure differ. The eastern part of this section is mainly undeveloped, but with a number of small developments and isolated properties. Protection of these could however, be at conflict with the nature conservation and landscape objectives and may not be economically justified. There could also be issues for the net east to west transport of sediment, although actual transport tends to be low, due to low contemporary sediment supply from cliff erosion (due to cliff type) and natural interruption of sediment drift due to the headlands. In places there is also the risk of relict landslide complexes, which could become reactivated, making management more difficult. The key settlement along this coast is Weymouth. The area to the north of Weymouth Harbour is excluded from the nature designations, although any impacts on adjacent sections of coast would need to be considered. The section of Weymouth that lies within Portland Harbour sits within the Portland Harbour Shore SSSI therefore this could be an area of conflict. This stretch also includes the east side of Portland and along this frontage there are a number of buildings and roads along the cliff top, but this is also an area designated as a SSSI for both geological and biological reasons. The cliffs along this section are also prone to landsliding as a result of wave sub aerial and marine processes. The Isle of Portland and Portland Harbour breakwaters are key controls on future evolution as they provide shelter from the dominant south-westerly waves. This has resulted in a local drift reversal within Weymouth Bay, with the net movement of sediment being westwards. This whole stretch of coast is therefore heavily dependent on any changes to Portland	Loss of some properties at Osmington Mills on the lower part of Mills Road by cliff erosion and some flooding (though the latter process to a lesser degree). Loss of isolated properties along coastal stretch. Loss of land occupied by caravans at Ringstead. Loss of some properties at Burning Cliff due to erosion. Loss of sewage works due to erosion.	Loss of some properties at Osmington Mills on the lower part of Mills Road by cliff erosion and some flooding (though the latter process to a lesser degree). Loss of isolated properties along coastal stretch. Loss of land occupied by caravans at Ringstead. Loss of some properties at Burning Cliff due to erosion. Loss of sewage works due to erosion. Osmington Bay Holiday Centre at risk of erosion.	Loss of some properties at Osmington Mills on Mills Road and potential loss of some land occupied by Osmington Mills Caravan site by cliff erosion and some flooding (though the latter process to a lesser degree). Loss of isolated properties along coastal stretch. Loss of properties and sewage works at Shortlake Street due to erosion. Increased loss of land occupied by caravans at Ringstead. Loss of some properties at Burning Cliff due to erosion. Loss of sewage works due to erosion. Osmington Bay Holiday Centre at increased risk of erosion.
Preston Beach	• Small town with both residential and holiday properties, where the beach is an important attraction. This area is currently defended and the beach has been recharged and is subject to on-going maintenance. • The A353 provides access to the beach.	• To avoid loss of property due to erosion and flooding. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained		Partial loss of A353, Furzy Cliff/Overcombe and Greenhill due to flooding (as a result of lack of maintenance of beach). Loss of some properties and facilities within Preston and Overcombe due to erosion and flooding.	Partial loss of A353, Furzy Cliff/Overcombe and Greenhill due to flooding (as a result of lack of maintenance of beach). Loss of some properties and facilities within Preston and Overcombe due to flooding.	Partial loss of A353, Furzy Cliff/Overcombe and Greenhill due to increased flooding (as a result of lack of maintenance of beach). Breaching of defence likely with associated impacts on the local community at Preston Beach. Potential to relocate A353. Loss of some properties and facilities within Preston and Overcombe due to flooding.
Weymouth	• Important holiday and commercial centre. • Includes a wide range of visitor attractions and community facilities, such as educational and leisure facilities, some of which are located along the coast and are therefore at higher risk. • The railway terminus of Weymouth branch	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.		Flooding of large areas of the coastal town of Weymouth (including flooding of large residential and commercial districts in the town centre) and harbour.	Flooding of large areas of the coastal town of Weymouth (including flooding of large residential and commercial districts in the town centre) and	Increased flooding of large areas of the coastal town of Weymouth (including flooding of large residential and commercial districts in the town centre) and harbour.

REDCLIFF POINT TO PORTLAND BILL						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	line is located at the start of the North Pier and is disused. The main station is located within Weymouth itself. Both stations could be affected by flooding. Beyond Weymouth the railway lies on higher land. • Ferries run from Weymouth Harbour to the Channel Islands and Brittany, with the ferry terminal located on the north harbour pier.	• To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities.	Harbour breakwaters. Changes to the breakwaters could also have significant implications for the adjacent stretch of coast which encompasses Chesil Beach. No Active Intervention: Conflicts between enhancing geological exposures and protecting settlements/archaeological sites at Kimmeridge and West Lulworth. Some of the earth heritage features in this section have been obstructed by development. There is a need to ensure that the preferred SMP policies are compatible with the objectives of the Jurassic Coast World Heritage Plan.	Railway terminus at risk of flooding.	harbour. Railway terminus at risk of flooding.	Railway terminus at risk of flooding. If Westham Bridge (the current artificial tidal limit) fails, there would be some reconnection of Radipole Lake SSSI to the sea.
Portland Harbour (and breakwaters) See Halcrow Report 2008: Portland North West Shore.	• Commercial port and dockyards along the northern frontage of Portland. • Castle Cove Sailing Centre on north-west shore of Portland Harbour. • Breakwaters have a significant influence on the wave climate and therefore coastal processes both within the harbour and along the Weymouth Bay coastline. • A354 causeway access. • Properties at risk on NW Shore from landslip (groundwater influence is the primary mechanism) and high levels of cliff erosion/ Sandsfoot Castle • New 600 berth marina under construction (August 2008) that will be part of the venue for hosting the sailing events at the 2012 Olympics. Maritime and Coastguard Agency and National Sailing Academy linked to the Olympics.	• To minimise the impact of policies on marine operations and activities.		Loss of 3 property assets due to erosion. Some low-lying parts of the dockyard at flood-risk. Further information available in Halcrow 2008: Portland North West Shore.	9 property assets (excluding caravans), key infrastructure (including a rising sewage main in Old Castle Road) at risk of erosion and flooding. Further information available in Halcrow 2008: Portland North West Shore.	61 property assets (excluding caravans), key infrastructure (including a rising sewage main in Old Castle Road) at risk of erosion and flooding. Further information available in Halcrow 2008: Portland North West Shore.
Isle of Portland (eastern shore)	• Important historical stronghold with various buildings and properties stretched out along the eastern shore, including a Prison and young Offenders Institution. • The coastline is dotted by small quarries, but these are not considered a pollution hazard. • Portland Gas facility (there is a proposed development to store gas below Portland)	• To avoid loss of property due to erosion. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.		Negligible erosion risk.	Negligible erosion risk.	Negligible erosion risk.
Isle of Portland to Studland Cliffs SAC	• Designated for the vegetated sea cliffs and also the semi-natural dry grasslands. • Any changes to the coastal evolution could therefore affect this.	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.***		Potential erosion and flooding of designated terrestrial habitat (e.g. dry grassland).	Potential flooding of designated terrestrial habitat (e.g. dry grassland).	Potential erosion and flooding of designated terrestrial habitat (e.g. dry grassland).
Dorset and East Devon World Heritage Site, South Dorset Coast, Portland Harbour Shore and Isle of Portland	• Status achieved by exposure of cliff which "depicts a geological 'walk through time' spanning the Triassic, Jurassic and Cretaceous periods". • Erosion is key to the conservation of the	• ***To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs.***		Continuation of natural processes is key to the integrity of the geological SSSIs and WHS, therefore NAI would continue to	Continuation of natural processes is key to the integrity of the geological SSSIs and WHS, therefore NAI would continue to	Continuation of natural processes is key to the integrity of the geological SSSIs and WHS, therefore NAI would continue to

REDCLIFF POINT TO PORTLAND BILL						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
SSSIs (geological)	World Heritage Site and geological SSSIs, therefore a 'threat' is the construction of coastal defences. (NB. The World Heritage Site does not include the short stretch of low-lying land between Furzy Cliff and Weymouth Harbour).			maintain these features. A gradual reduction in the amount of defences along the frontage as they fail over time due to lack of maintenance work may increase the quality of these features.	maintain these features. A gradual reduction in the amount of defences along the frontage as they fail over time due to lack of maintenance work may increase the quality of these features.	maintain these features. A gradual reduction in the amount of defences along the frontage as they fail over time due to lack of maintenance work may increase the quality of these features.
South Dorset Coast, Nicodemus Heights, Portland Harbour Shore and Isle of Portland SSSIs (biological)	• Portland is one of the key limestone areas in Britain, with the limestone grassland communities of particular importance. These are predominately cliff top habitats, although some exist within the quarries, and therefore the net area of the site will be reduced by coastal erosion. • Within Portland Harbour Shore SSSI, the intertidal shore is also designated. The causeway along the western shore of the Harbour supports extensive maritime grassland. Therefore any changes that affect this area could impact on the SSSI status.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Potential loss of some designated limestone grassland habitats at base of cliff through flooding and erosion. However, majority of grassland lost is due to inappropriate scrub control.	Potential loss of some designated limestone grassland habitats at base of cliff through flooding and erosion. However, majority of grassland lost is due to inappropriate scrub control.	Potential loss of some designated limestone grassland habitats at base of cliff through flooding and erosion. However, majority of grassland lost is due to inappropriate scrub control.
Radipole Lake Nature Reserve and SSSI (biological)	• Designated for lake and reedbeds, these areas are at risk from tidal flooding if sea levels rise and if the controlling influence of Western Bridge Sluices is altered. • This is also an RSPB reserve with visitor facilities.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.*** • To avoid adverse impacts on, conserve and where practical enhance the designated interest of locally designated conservation sites. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities.		Potential loss of reedbeds and freshwater habitats at lake through saline flooding due to overtopping at Weymouth seafront – move towards a brackish/saline lagoon and change in species composition. Potential for flooding to increase the existing problems of water pollution.	Potential loss of reedbeds and freshwater habitats at lake through saline flooding due to overtopping at Weymouth seafront – move towards a brackish/saline lagoon and change in species composition. Under NAI or lack of maintenance, failure of Western Bridge Sluices could occur, which would serve to re-connect Radipole Lake with Weymouth Harbour, thus increasing the tidal limit of the Wey Estuary. This would increase the loss of existing freshwater habitats. Potential for flooding to increase the existing problems of water pollution.	Potential loss of reedbeds and freshwater habitats at lake through saline flooding due to overtopping at Weymouth seafront – move towards a brackish/saline lagoon and change in species composition. Under NAI or lack of maintenance, failure of Western Bridge Sluices could occur, which would serve to re-connect Radipole Lake with Weymouth Harbour, thus increasing the tidal limit of the Wey Estuary. This would increase the loss of existing freshwater habitats. Potential for flooding to increase the existing problems of water pollution.
Lodmoor Nature Reserve and SSSI	• Designated for reedbed and brackish grassland, these areas are at risk from both	• ***To avoid adverse impacts on, conserve and where practical enhance***		Potential loss of reedbed and brackish grassland at	Potential loss of reedbed and brackish grassland at	Potential loss of reedbed and brackish grassland at

REDCLIFF POINT TO PORTLAND BILL						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
(biological)	coastal erosion and flooding. • The conservation site is currently protected from the sea by Preston Beach. A constant supply of shingle is required to protect the freshwater/brackish interests of the reserve. • This is also an RSPB reserve with visitor facilities. • Areas of saltmarsh, wet grassland and brackish lagoon present.	***the designated interest of nationally designated conservation sites.*** • To avoid adverse impacts on, conserve and where practical enhance the designated interest of locally designated conservation sites. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities.		Lodmoor though increased flood-risk. NAI likely to affect salinity levels in brackish lagoon, particularly if a breach were to occur due to lack of maintenance during this period.	Lodmoor though increased flood-risk. NAI likely to affect salinity levels in brackish lagoon, particularly if a breach were to occur due to lack of maintenance during this period.	Lodmoor though increased flood-risk. NAI likely to affect salinity levels in brackish lagoon, particularly if a breach were to occur due to lack of maintenance during this period.
Historic Environment Assets	• There is a number of isolated monuments along the coastal strip, including scheduled sites at The Verne Citadel, Portland Castle and Portland Bill Stone Loading Quay (all Portland) and Sandsfoot Castle (remains of, which are currently falling into the sea), Nothe Fort and a Romano-Celtic temple and remains. • There are no Registered Parks and Gardens within this stretch of coastline.	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Potential loss of part of Scheduled Monument at Portland and up to 6 non-scheduled archaeological sites due to erosion. Further sites may be lost due to flooding.	Loss of part of Scheduled Monument at Portland and up to 1 non-scheduled archaeological site due to erosion. Further sites may be lost due to flooding.	Loss of part of Scheduled Monument at Osmington and Portland, 1 listed building and up to 5 non-scheduled archaeological sites due to erosion. Further sites may be lost due to flooding.
Agricultural land	• To the east of Furzy Cliff and along the Southern edge of Portland, farmland stretches inland from the cliff top, therefore any erosion will affect net area. However this is low-grade farmland (Grade 3 and below).	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Loss of grades 3 and 4 agricultural land due to erosion and flooding.	No further loss of agricultural land during this period.	Loss of grades 3 and 4 agricultural land due to erosion and flooding.
Strategic Highways and Communications Infrastructure	• A354 that links Ferry Bridge at Portland to Dorchester • A353 that links Weymouth to the A352	• To ensure critical road and rail linkages are maintained		Flooding of A353 Preston Road, Greenhill and The Esplanade. Flooding of A354	Flooding of A353 Preston Road, Greenhill and The Esplanade. Flooding of A354	Flooding of A353 Preston Road, Greenhill and The Esplanade. Flooding of A354. Potential erosion of A354 if a significant storm event causes breaching of Chesil Beach.
Osprey Quay	• Proposed 33ha waterfront site in close proximity to Portland Harbour. It will provide 50,000m^2 of development plus marina (see Portland Harbour description) • Contains the National Sailing Academy • Sunseeker International £8M proposal to expand the yacht building operation at Osprey Quay, which will employ up to 500 staff and who are manufacturing with a strong emphasis on exports. • Construction of a new hanger along with the existing runway for the Maritime and Coastguard Agency Search and Rescue	• To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities • To minimise the impact of policies on marine operations and activities		Low flood-risk to Osprey Quay from the western side at Chiswell. Low flood-risk to Osprey Quay from the Portland Harbour side.	Increased flood-risk to Osprey Quay from the western side at Chiswell. Low flood-risk to Osprey Quay from the Portland Harbour side.	Increased flood-risk to Osprey Quay from the western side at Chiswell. Low flood-risk to Osprey Quay from the Portland Harbour side.

REDCLIFF POINT TO PORTLAND BILL						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	Helicopter Station.					
Historic landfill sites	• Lodmoor • Pottery Lane in Weymouth • Swannery Car Park in Weymouth The current state of these historic landfill sites (i.e. any details of remediation/removal etc) has not been considered at this strategic level.	***To prevent pollution from contaminated sources***		All historic landfills at risk of flooding.	All historic landfills at risk of flooding.	All historic landfills at risk of flooding.

PORTLAND BILL TO THORNCOMBE BEACON						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Isle of Portland (western shore)	• There are three key settlements: Southwell, Weston and Fortuneswell, which include both residential and commercial and military properties. The mainline link road runs along the centre of Portland and is therefore not at risk from erosion for most of its length. • The coastline is dotted by small quarries, but these are not considered a pollution hazard. • Chiswell Defences need to raise standards • Chiswell Beach at Chesil Cove protects Chiswell. Chesil Beach protects a significant number of properties. • As the existing seawall at Chesil Cove is exhibiting signs of erosion, a study is being developed to assess coastal refurbishment options.	• To avoid loss of property due to erosion and manage risk of flooding. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To minimise the impact of policies on military operations and activities.	This stretch of coast is dominated by Chesil Beach, a shingle ridge which stretches westwards from the Isle of Portland. The conservation of this feature, the Fleet (the lagoon enclosed by Chesil Beach) and the geologically important cliffs is therefore a key consideration. There is a potential conflict in conserving both Chesil Beach and the Fleet due to natural processes ultimately forcing the ridge landwards. Other conflicts arise where there are small settlements, such West Bexington and Burton Bradstock, as this coast is also important for tourism, which generates local income, but requires facilities. It is also possible that defence of these small settlements may not be economically viable. Although actual sediment drift is low, interruptions to this drift can have significant consequences, as observed at West Bay. The Isle of Portland is an important control on Chesil Beach and although this geological hard point will remain, changes to Portland Harbour and its breakwaters could potentially have significant implications for this stretch of coast (as well as the stretch to the east of Portland). There is a need to ensure that the preferred SMP policies are compatible with the objectives of the Jurassic Coast World Heritage Plan.	Potential flood risk to A354 access road should a significant storm event occur. The only area at risk of flooding or erosion is Chiswell and West Wears. Likely natural roll-back of Chesil Beach but will be inhibited by gabions.	Potential flood risk to A354 access road should a significant storm event occur. The only area at risk of flooding or erosion is Chiswell and West Wears. Likely natural roll-back of Chesil Beach and potential for breaches/failure of gabions resulting in a change in land use in the hinterland of the ridge. Potential beach loss and associated increased flood-risk.	Potential flood risk to A354 access road should a significant storm event occur. Increased risk of flooding or erosion at Chiswell and West Wears. Likely natural roll-back of Chesil Beach and potential for breaches/failure of gabions resulting in a change in land use in the hinterland of the ridge. Potential beach loss and associated increased flood-risk.
Isolated cliff top properties, small settlements and holiday complexes including West Bexington, Burton Bradstock and Burton Freshwater	• The risk to these is dependent upon the local cliff geology. Some are residential and some are holiday accommodation. • Roads to West Bexington and Burton Bradstock run inland therefore will not be lost before the properties. A small track/road provides the linkage to individual properties and here there is a risk that the linkage could be lost before the property. • There is currently a well used tourist car park, café and access road to the Hive Beach. • The estuary of the River Bride is protected by a shingle wall, which is currently maintained by the Environment Agency. This wall protects the Freshwater Camping and Caravanning site and the B3157. During some high tides, flooding occurs in the winter at the caravan site and inland as far as Manor Farm occurs. • New housing development has taken place along the River Bride with flood protection being provided by earth levees. • There are no specific coast defence structures at Burton., however beach levels are falling in this area, sediment feed is poor and undercutting of the cliffs to the west is continuously leading to frequent cliff falls. • The National Trust propose to modify the car park area at Burton that fronts on to the beach and to improve the transition from	• To ensure critical road linkages are maintained (as long as required).		No loss of properties lying behind The Fleet. Low risk of property loss at West Bexington. A couple of properties are at erosion risk at Burton Cliff (Burton Bradstock) and associated access road. Flood-risk at Freshwater (including Freshwater Beach Caravan Park) and associated areas due to blocked river outfall and back up flooding). Erosion and flood-risk to lower sections of caravan park. Flood and erosion risk to car park, café and access road to Hive Beach. It is unlikely that link roads would be lost prior to properties.	No loss of properties lying behind The Fleet. Increased risk of property loss at West Bexington. Increasing number of properties at erosion risk at Burton Cliff/Bradstock and associated access road. Flood-risk to Burton car-park but potential for relocation. Increasing flood-risk at Freshwater (including Freshwater Beach Caravan Park) and associated areas due to blocked river outfall and back up flooding). Increasing erosion and flood-risk to lower sections of caravan park. Flood and erosion risk to car park, café and access road to Hive Beach. It is unlikely that link roads would be lost prior to properties.	No loss of properties lying behind The Fleet. Increased risk of property loss at West Bexington. Increasing number of properties at erosion risk at Burton Cliff/Bradstock and associated access road. Flood-risk to Burton car-park but potential for relocation. Increasing flood-risk at Freshwater (including Freshwater Beach Caravan Park) and associated areas due to blocked river outfall and back up flooding). Increasing erosion and flood-risk to lower sections of caravan park. Flood and erosion risk to car park, café and access road to Hive Beach. It is unlikely that link roads would be lost prior to properties.

PORTLAND BILL TO THORNCOMBE BEACON						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	'car park' to beach' during winter 2008/09.					
Tourist facilities	• As this is an important tourist destination, access, parking and basic facilities are required at various locations along the coast, but potentially these could be relocated if land was available. • The South West Coast Path also runs along the most of this frontage – but there is potential for this to be relocated. Loss of South West Coast Path in some areas (e.g. at Ferrybridge Caravan Site where the footpath has collapsed; the static caravans in this location create difficulty if relocating footpath inland). • There is also a golf course at West Bay, but although erosion would reduce the extent of the course the facility would not be lost. • Abbotsbury Swannery is present in this policy unit and was established by Benedictine Monks who built St Peter's monastery (now destroyed) at Abbotsbury during the 1040s. The Swannery is now under the stewardship of the Ilchester Estates.	• To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities.		Loss of some tourist facilities including parts of the South West Coast Path in some areas. Flooding of Abbotsbury Swannery. A number of beach car parks are potentially at risk, though there may be opportunities to relocate these facilities. Erosion risk to golf course.	Loss of some tourist facilities including parts of the South West Coast Path in some areas. Increased flooding of Abbotsbury Swannery due to sea level rise and overtopping in storm events. An increasing number of beach car parks are at risk, though there may be opportunities to relocate these facilities. Increased erosion risk to golf course.	Loss of some tourist facilities including parts of the South West Coast Path in some areas. Increased flooding of Abbotsbury Swannery due to sea level rise and overtopping in storm events. An increasing number of beach car parks are at risk, though there may be opportunities to relocate these facilities. Increased erosion risk to golf course.
West Bay (East and West Beach)	• Small town including residential, holiday and commercial properties. These are at potential risk from both flooding and erosion. Both the landscape, beach and West Bay Pier are important tourist assets. • West Bay harbour is a popular marina for small pleasure boats. • The Environment Agency re-profile the beach to the east of West Bay (East Beach). • The East and West beaches were improved in a scheme completed in 2005 including harbour entrance improvement and are still actively managed.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To minimise the impact of policies on marine operations and activities.		Flood and erosion risk on West Beach is minimal and the existing defences are likely to continue to protect the properties in the short-term (though SoP to be agreed). Flood-risk to East Beach.	Flood and erosion risk on West Beach is minimal and the existing defences are likely to continue to protect the properties in the short-term (though SoP to be agreed). Increased flood-risk to East Beach. West Bay Pier degrading.	Increased flood and erosion risk on West Beach with potential failure of flood defences. Increased flood-risk to East Beach. West Bay Pier degrading.
Sidmouth to West Bay SAC	• Sidmouth to West Bay SAC is an example of a highly unstable soft cliff coastline subject to mudslides and landslips. The vegetation that has developed on these slopes is the primary reason for its designation and therefore the continuation of natural landslip processes is an important issue. • The SAC includes reference to Annex 1 Habitat of drift line vegetation, which is	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.***		The continuation of natural landslip and sediment processes is important and would continue to occur as at present. The cliffs are likely to erode at a greater rate than sea level rise and therefore there is no likely loss of	The continuation of natural landslip and sediment processes is important and would continue to occur as at present. The cliffs are likely to erode at a greater rate than sea level rise and	The continuation of natural landslip and sediment processes is important and would continue to occur as at present. The cliffs are likely to erode at a greater rate than sea level rise and therefore there is no likely loss of

PORTLAND BILL TO THORNCOMBE BEACON						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	reliant on continuation of natural sediment transport processes.			driftline vegetation. NAI would enhance this SAC.	therefore there is no likely loss of driftline vegetation. NAI would enhance this SAC.	driftline vegetation. NAI would enhance this SAC.
Dorset and East Devon World Heritage Site, Isle of Portland, Chesil and The Fleet, Burton Bradstock and West Dorset Coast SSSIs (geological)	• World Heritage and SSSI status due to exposure of cliff which "depicts a geological 'walk through time' spanning the Triassic, Jurassic and Cretaceous periods". • Erosion is key to the conservation of the World Heritage Site and geological SSSIs, therefore a 'threat' is the construction of coastal defences. • Continuation of natural processes is key to the integrity of the Chesil and The Fleet SSSI.	• ***To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs.***		Continuation of natural processes is key to the integrity of the Chesil and The Fleet SSSI and WHS, therefore NAI would enhance the earth heritage features.	Continuation of natural processes is key to the integrity of the Chesil and The Fleet SSSI and WHS, therefore NAI would enhance the earth heritage features.	Continuation of natural processes is key to the integrity of the Chesil and The Fleet SSSI and WHS, therefore NAI would enhance the earth heritage features.
Isle of Portland and West Dorset Coast SSSIs (biological)	• Portland is one of the key limestone areas in Britain, with the limestone grassland communities of particular importance. These are predominately cliff top habitats, although some exist within the quarries, and therefore the net area of the site will be reduced by coastal erosion. • West Dorset Coast is classified for its rare herb-rich cliff-top grasslands, and the net area could be reduced due to coastal erosion.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Little or no loss of cliff top limestone grassland habitats.	Minimal loss of cliff top limestone grassland habitats to erosion and natural processes.	Minimal loss of cliff top limestone grassland habitats to erosion and natural processes.
Chesil Beach and The Fleet SAC, SPA, Ramsar and SSSI (biological)	• The Fleet is the largest tidal lagoon in Britain and therefore of international importance for the habitats its supports. However, under natural processes the net area could be progressively reduced as Chesil Beach continues its natural trend of landward migration. Other risks include increased salt intrusion through either breaches in the fronting shingle ridge or increased overtopping.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.*** • ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.***		Minimal impact on lagoon over a short timescale.	As Chesil Beach continues its natural trend of landward migration, the net area of the lagoon is likely to reduce. Natural flushing likely to occur though there is a possibility of it becoming an enclosed lagoon during a significant storm event.	As Chesil Beach continues its natural trend of landward migration, the net area of the lagoon is likely to reduce. Natural flushing likely to occur though there is a possibility of it becoming an enclosed lagoon during a significant storm event.
Dorset Area of Outstanding Natural Beauty (does not include Portland)	• The area is designated for its rich landscape which encompasses landscape, people and nature. The AONB aims to conserve the best qualities of the landscape by helping to guide and manage change.	• ***To conserve and enhance AONBs*** and avoid conflict with AONB Management Plan or Heritage Coast Objectives		Minor change in landscape within AONB through increased flooding and erosion.	Moderate change in landscape within AONB through increased flooding.	Moderate change in landscape within AONB through increased flooding and erosion. Potential for unsightly defences and structures as they deteriorate and uncontrolled loss of some

PORTLAND BILL TO THORNCOMBE BEACON						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
						AONB characteristic features.
Historic Environment Assets	• There are a number of listed buildings and archaeological sites along this stretch, but no scheduled monuments are currently at risk from flooding or erosion. Abbotsbury Gardens is a Registered Parks and Gardens along the coastal strip, but should not be currently at risk. • West Bay contains a Historic Wreck Site – but this is unlikely to be affected by policy decisions.	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Abbotsbury Gardens will not be at flood-risk. Potential flood risk of up to 93 archaeological sites, 49 listed buildings (e.g. around West Bay) and 3 scheduled monuments. Coastal erosion of up to 8 archaeological sites.	Abbotsbury Gardens will not be at flood-risk. Potential flood risk of up to 93 archaeological sites, 49 listed buildings e.g. around West Bay)and 3 scheduled monuments.	Abbotsbury Gardens will not be at flood-risk. Potential flood risk of up to 93 archaeological sites, 49 listed buildings e.g. around Burton Bradstock) and 3 scheduled monuments. Coastal erosion of up to 7 archaeological sites along this stretch of coastline.
Agricultural land	• Farmland stretches inland from the cliff top, therefore any erosion will affect net area, however this is low-grade farmland (Grade 3 and below).	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Flooding or erosion of predominantly Grade 3 agricultural land. Higher risk of land loss between West Bay and Thorncombe Beacon.	Flooding or erosion of predominantly Grade 3 agricultural land. Higher risk of land loss between West Bay and Thorncombe Beacon.	Flooding or erosion of predominantly Grade 3 agricultural land. Higher risk of land loss between West Bay and Thorncombe Beacon.
Strategic Highways and Communications Infrastructure	• A354 that links Ferry Bridge at Portland to Dorchester • B3157 that links West Bay to Bridport and Charlestown	• To ensure critical road and rail linkages are maintained		Low risk of flooding to A354 at Isle of Portland. Potential loss or damage to B3157 at West Bay due to flooding. Potential flooding of minor link road from the B3157 to West Beach, which runs along the back of West Bay Harbour. Relocation of this road would prove difficult.	Increased risk of flooding to A354 at Isle of Portland due to lack of maintenance of defences. Potential loss or damage to B3157 at West Bay due to flooding. Potential flooding of minor link road from the B3157 to West Beach, which runs along the back of West Bay Harbour. Relocation of this road would prove difficult.	Increased risk of flooding to A354 at Isle of Portland due to lack of maintenance of defences. The flood-risk to the Portland Harbour side of the road will increase. Potential loss or damage to B3157 at West Bay due to flooding. Potential flooding of minor link road from the B3157 to West Beach, which runs along the back of West Bay Harbour. Relocation of this road would prove difficult.
Osprey Quay	• Proposed 33ha waterfront site in close proximity to Portland Harbour. It will provide 50,000m^2 of development plus marina • Contains the National Sailing Academy • A new £24M commercial marina, which will provide economic benefits in Weymouth and Portland. • Construction of a new hanger along with the existing runway for the Maritime and Coastguard Agency Search and Rescue Helicopter Station.	• To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities • To minimise the impact of policies on marine operations and activities		Low flood-risk to Osprey Quay from the western side at Chiswell. Low flood-risk to Osprey Quay from the Portland Harbour side.	Increased flood-risk to Osprey Quay from the western side at Chiswell. Low flood-risk to Osprey Quay from the Portland Harbour side.	Increased flood-risk to Osprey Quay from the western side at Chiswell. Low flood-risk to Osprey Quay from the Portland Harbour side.

PORTLAND BILL TO THORNCOMBE BEACON						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Historic landfill site	• Old Brewery, West of River Brit, Bridport The current state of this historic landfill site (i.e. any details of remediation/removal etc) has not been considered at this strategic level.	***To prevent pollution from contaminated sources***		Old Brewery landfill site at risk of flooding.	Old Brewery landfill site at risk of flooding.	Old Brewery landfill site at risk of flooding.

THORNCOMBE BEACON TO BEER HEAD						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Seatown	• A small tourist destination with severely limited capacity, nestled within a small valley, which comprises mainly tourist facilities, three camping and caravan parks (mainly static caravans), a public house, a few holiday cottages and a beach car park (privately owned). There may be opportunities to relocate some of the visitor facilities to higher ground. • A key issue will be access (Seahill Lane is the only access road and it is a single track) to the private beach, which gives commercial value to the holiday facilities in Seatown. • The coastal defences (rock armour etc) are failing and Seatown car park is regularly flooded by the sea. The River Winifred drains onto the beach, which is constantly being lowered. A new planning application has been granted to improve the defences by the council, as part of on-going maintenance of the existing scheme. • The South West Coast Path has been closed (and re-routed inland). • There are safety concerns relating to members of the public climbing over the rock armour. • The pub on the top of the cliff has also submitted an application for redevelopment (which has gone to appeal). • The key valued characteristics of Seatown (Chideock Parish Council) are unspoiled views, tranquillity, beach cleanliness and the special character of the area.	• To avoid loss of property due to erosion. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities.	This section of coast is characterised by dramatic, geologically important cliffs which are subject to large-scale complex landsliding. It is very difficult to predict where and how large the next landslide event may be. Landslide events and differential erosion of the different cliff geologies have resulted in temporary headlands that separate small embayments. These headlands interrupt the alongshore transport of sediment, but transport can still occasionally take place, in pulses, and in the long-term the 'headlands' resulting from landslides can not be considered permanent. Sediment linkages can therefore be considered to be relatively weak. The geological importance of this stretch is therefore an important consideration, but there are also settlements along this frontage, namely Seatown, Charmouth and Lyme Regis. There may be economic and technical constraints of protecting these in the long term, in particular Seatown, but the impact on the landscape and geological and biological interest of this area also needs to be considered. This cliffed coastline is reputed to be the richest Lower Jurassic fossil reptile site in Britain and therefore a key consideration will be the conservation of this internationally important geological resource, through allowing continuation of natural processes. This should not be contentious along much of the coastline, where it is mainly undeveloped with low grade farmland. There may, however, be areas of conflict at Seaton and Beer, which are the key areas of development. Any options at these locations will also need to consider the sediment linkages and therefore impact on adjacent areas. The predominant drift is west to east, although local reversals can occur and any changes along the Beer and Seaton frontage could impact of the stability of the spit across the River Axe, thus potentially impacting on navigation, and could also impact on areas further east. There is a need to ensure that the	Seatown car park at flood-risk. Loss of the recreational value of the beach would lower the commercial value of the caravan park, car park and possibly the public house. Area of properties (including a public house) adjacent to Seahill Lane at risk of erosion.	Loss of tourist facilities due to erosion and flood-risk. Loss of the recreational value of the beach would lower the commercial value of the caravan park, car park and possibly the public house. Seatown car park at flood-risk. Area of properties (including a public house) adjacent to Seahill Lane at risk of erosion.	Loss of tourist facilities (including part of Seatown Caravan Park) due to erosion and potential flood-risk. Loss of the recreational value of the beach would lower the commercial value of the caravan park, car park and possibly the public house. Seatown car park at flood-risk. Area of properties (including a public house) adjacent to Seahill Lane at risk of erosion. Properties on Mill Lane also at risk of erosion.
Charmouth	• A small tourist town, supporting both visitor and community facilities. Most of the town is set back from the coast slightly on higher ground. Car parks and tourist facilities are located at the coastline. • The beach and undeveloped geological landscape is an important factor is attracting tourists, therefore access to the beach is a key issue.	• To avoid loss of property due to erosion. • To avoid loss due to erosion of key community, recreational and amenity facilities. • To ensure critical road linkages are maintained (as long as required).		Loss of some community facilities and properties due to flooding from the coast and River Char and coastal erosion to the west of the River Char. Flood and erosion risk to car park on Lower Sea Lane and beach access. Coastal erosion may affect some properties in Lower Sea Lane.	Loss of some community facilities and properties due to flooding from the coast and River Char and coastal erosion to the west of the River Char. Flood and erosion risk to car park on Lower Sea Lane and beach access. Coastal erosion may affect properties in and around Lower Sea Lane, Higher Sea Lane and Old Lyme Round.	Loss of some community facilities and properties due to flooding from the coast and River Char and coastal erosion to the west of the River Char. Flood and erosion risk to car park on Lower Sea Lane and beach access. Coastal erosion may affect properties in and around Lower Sea Lane, Higher Sea Lane and Old Lyme Round.

THORNCOMBE BEACON TO BEER HEAD						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Lyme Regis	• An important tourist resort supporting a range of tourist attractions, accommodation, shops, car parks, recreational and tourist facilities as well as residential and community properties. The promenade and picturesque beach front properties are important attractions for tourists. • There are beach huts to the west of the Cobb along the back of the beach. • The beach and exposed cliffs for fossil hunting is an important factor is attracting tourists, therefore access to the beach is a key issue. • Lyme Regis harbour is a popular marina for small pleasure boats and there is also an IRB station located at The Cobb. The Cobb itself is an historical feature of the town. It is assumed that The Cobb will be maintained. • Currently between Stage 2 and Stage 4 of a Coastal Protection Scheme, running since 1989. The Lyme Regis East Cliff Scheme is in direct conflict with the SAC objectives.	• To avoid loss of property due to erosion. • To avoid loss due to erosion of key community, recreational and amenity facilities. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To ensure critical road and rail linkages are maintained. • To ensure critical services remain operational. • To minimise the impact of policies on marine operations and activities	preferred SMP policies are compatible with the objectives of the Jurassic Coast World Heritage Plan.	Loss of some tourist facilities on the seafront (e.g. aquarium) due to flooding. Risk of flooding to marine parade and low-lying beach huts. Continued cliff erosion resulting from NAI is likely to be beneficial to tourism associated with fossil collecting.	Loss of some tourist facilities on the seafront (e.g. aquarium) due to flooding. Risk of flooding to marine parade and low-lying beach huts. Continued cliff erosion resulting from NAI is likely to be beneficial to tourism associated with fossil collecting.	Loss of some tourist facilities on the seafront (e.g. aquarium) due to flooding. Risk of flooding to marine parade and low-lying beach huts. Continued cliff erosion resulting from NAI is likely to be beneficial to tourism associated with fossil collecting. Loss of small area of Lyme Regis Golf Club due to coastal erosion.
Tourist facilities	• This stretch of coast is an important holiday destination with a number of isolated camping sites, beach access points and car parks. • The South West Coast Path runs along the most of this frontage – but there is potential for this to be relocated. • Stretches of coast are owned by the National Trust. • Lyme Regis Golf Club is located on land fronting Timber Hill. • Axe Cliff Golf Club sits at the top of Haven Cliff and there could be a risk of holes and fairways being lost, although the main buildings are located further inland.	• To avoid loss due to erosion of key community, recreational and amenity facilities. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.		Loss of some areas of the South West Coastal Path due to erosion, particularly on the eastern side of Lyme Regis. Loss of some holes of Lyme Regis Golf Course. Potential erosion risk to and loss of some tourist facilities.	Loss of some areas of the South West Coastal Path due to erosion, particularly on the eastern side of Lyme Regis. Loss of some holes of Lyme Regis Golf Course. Potential erosion risk to and loss of some tourist facilities.	Loss of some areas of the South West Coastal Path due to erosion, particularly on the eastern side of Lyme Regis. Partial loss of Lyme Regis Golf Course due to coastal erosion and potential loss of the Golf Club in the long-term. Potential erosion risk to and loss of some tourist facilities. Potential inland flood-risk to Axe Cliff Golf Club.
Sidmouth to West Bay SAC	• Sidmouth to West Bay SAC is an example of a highly unstable soft cliff coastline subject to mudslides and landslips. The vegetation that has developed on these slopes is the primary reason for its designation and therefore the continuation of natural landslip processes is an important issue. • The SAC includes reference to Annex I Habitat of drift line vegetation, which is reliant on continuation of natural sediment	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.***		The continuation of natural landslip and sediment processes is important and therefore NAI would continue to maintain this SAC.	The continuation of natural landslip and sediment processes is important and therefore NAI would continue to maintain this SAC.	The continuation of natural landslip and sediment processes is important and therefore NAI would continue to maintain this SAC.

THORNCOMBE BEACON TO BEER HEAD						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	transport processes.					
Dorset and East Devon World Heritage Site, West Dorset Coast and Axmouth to Lyme Regis Undercliffs, River Axe and Sidmouth to Beer Coast SSSIs (geological)	• World Heritage status achieved by exposure of cliff which "depicts a geological 'walk through time' spanning the Triassic, Jurassic and Cretaceous periods". • Erosion is key to the conservation of the World Heritage Site and geological SSSIs, therefore a 'threat' is the construction of coastal defences. • Axmouth to Lyme Regis Undercliffs SSSI is the largest and most important landslip area on British Coast, therefore continued landslip activity is vital to its status as a SSSI. • Sidmouth to Beer Coast SSSI is noted for its quality of geological exposure and is a 'type locality' and therefore it is important that this level of exposure is maintained.	• ***To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs.***		Continuation of natural processes is key to the continued favourable condition of the SSSIs and WHS, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the continued favourable condition of the SSSIs and WHS, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the continued favourable condition of the SSSIs and WHS, therefore NAI would continue to maintain these features.
West Dorset Coast, Axmouth to Lyme Regis Undercliffs, and Sidmouth to Beer Coast SSSIs (biological) and Axmouth to Lyme Regis Undercliffs NNR	• West Dorset Coast is classified for its rare herb-rich cliff-top grasslands, and the net area could be reduced due to coastal erosion. • Axmouth to Lyme Regis Undercliffs biological SSSI includes habitats developed on the landslide complex, including seaweed vegetation at the beach/cliff top interface. • Sidmouth to Beer Coast SSSI is designated for its species-rich cliff top and ledges grasslands. The net areas will therefore be affected by future cliff erosion.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.*** • To avoid adverse impacts on, conserve and where practical enhance the designated interest of locally designated conservation sites.		Continuation of natural processes is key to the continued favourable condition of the SSSIs The net area of cliff/ledge top grassland habitats would be reduced.	Continuation of natural processes is key to the continued favourable condition of the SSSIs The net area of cliff/ledge top grassland habitats would be reduced.	Continuation of natural processes is key to the continued favourable condition of the SSSIs The net area of cliff/ledge top grassland habitats would be reduced.
Dorset Area of Outstanding Natural Beauty	• The area is designated for its rich landscape which encompasses landscape, people and nature. The AONB aims to conserve the best qualities of the landscape by helping to guide and manage change.	• ***To conserve and enhance AONBs*** and avoid conflict with AONB Management Plan or Heritage Coast Objectives		Change in landscape character of AONB.	Change in landscape character of AONB.	Change in landscape character of AONB. Potential for unsightly structures as coastline retreats.
Historic Environment Assets	• There is a number of listed buildings and archaeological sites along this stretch, particularly within Lyme Regis and Seaton. • There are three scheduled monuments at risk in the vicinity of Golden Cap including the remain of St Gabriel's church. There is also a scheduled monument in Lyme Regis • This stretch of coast includes Rousdon Grade II Registered Parks and Gardens and Axmouth Bridge scheduled monument.	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Loss of up to 16 Grade 2 Listed Buildings (e.g. at Seatown) and up to19 non-scheduled archaeological sites due to erosion. Further sites will be affected by flooding including 1 scheduled monument and up to 8 Listed Buildings. Flood and erosion risk to Grade 1 and Grade 2 listed buildings, predominantly at Lyme Regis, Seaton and	Loss of up to 6 Grade 2 Listed Buildings (e.g. at Seatown) and 5 non-scheduled archaeological sites due to erosion. Further sites will be affected by flooding including 1 scheduled monument and up to 8 Listed Buildings. Flood and erosion risk to Grade 1 and Grade 2 listed buildings, predominantly at Lyme	Loss of up to 9 Grade 2 Listed Buildings (e.g. at Seatown) and 8 non-scheduled archaeological sites due to erosion. Further sites will be affected by flooding including 1 scheduled monument and up to 8 Listed Buildings. Flood and erosion risk to Grade 1 and Grade 2 listed buildings, predominantly at Lyme Regis, Seaton and

THORNCOMBE BEACON TO BEER HEAD						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
				Beer. Loss of approximately 0.5km length of frontage of Rousdon Registered Park and Garden.	Regis, Seaton and Beer. Loss of approximately 0.5km length of frontage of Rousdon Registered Park and Garden.	Beer. Loss of approximately 0.5km length of frontage of Rousdon Registered Park and Garden.
Agricultural land	• Farmland stretches inland from the cliff top, therefore any erosion or flooding will affect net area, however this is low-grade farmland (Grade 3 and below).	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Loss of Grades 3 and 4 agricultural land due to flooding and erosion.	Loss of Grades 3 and 4 agricultural land due to flooding.	Loss of Grades 3 and 4 agricultural land due to flooding and erosion.
Infrastructure	• A35 • A3052	• To ensure critical road linkages are maintained		Coastal erosion of the A3052. The A35 is unlikely to be affected in the short-term.	Coastal erosion of A35, the Street, and A3052.	Coastal erosion of A35, the Street, and A3052.
Isolated cliff top properties	• There are isolated properties and farmsteads at the top of the cliffs/landslides, including Allhallows School; some of these could be at risk if landslides become reactivated. Linkage roads tend to run inland so should not be lost in advance of the properties.	• To avoid loss of property due to erosion.		Potential loss of some isolated cliff properties due to coastal erosion and flooding at Seaton and Beer.	Potential loss of some isolated cliff properties due to coastal erosion and flooding at Seaton and Beer.	Potential loss of some isolated cliff properties due to coastal erosion and flooding at Seaton and Beer.
Seaton	• A large tourist town, supporting both visitor and community facilities. The town stretches along the seafront and there is a section of town (including a Holiday Village) located on Seaton Marshes, which are potentially at flood as well as erosion risk. • The beach, esplanade and scenery are key attractions for visitors as well as the facilities that Seaton provides. • There is a popular marina for small pleasure boats at Seaton. • There is a link road (B3172) with Axmouth, which crosses the mouth of the River Axe. There is, however, an alternative road (although involving a longer detour) available. There is also a link road between Seaton and Beer, which could be more difficult to replace. • The Seaton and District Electric Tramway runs inland along the west bank of the River Axe.	• To avoid loss of property due to erosion and manage risk of flooding. • To avoid loss due to erosion of key community, recreational and amenity facilities. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To ensure critical road linkages are maintained (as long as required). • To minimise the impact of policies on marine operations and activities.		Erosion of Esplanade and Lyme Bay frontage and flooding of B3172 Harbour Road.	Erosion of Esplanade and Lyme Bay frontage and flooding of B3172 Harbour Road.	Erosion of Esplanade and Lyme Bay frontage and flooding of B3172 Harbour Road.
Beer	• A picturesque tourist town, supporting a number of tourist accommodations (including camping and caravan sites), shops, car parks, recreational and tourist facilities as well as residential and community properties. The town is mainly set back from the beach, along the cliffs, with a single access road to the	• To avoid loss of property due to erosion. • To avoid loss due to erosion of key community, recreational and amenity facilities. • To ensure critical road and rail		Flooding of Fore Street and Sea Hill and flood/erosion-risk to community facilities (e.g. tramway) and properties including the World Heritage Centre.	Flooding of Fore Street and Sea Hill and flood/erosion-risk to community facilities (e.g. tramway) and properties including the World Heritage Centre.	Flooding of Fore Street and Sea Hill and flood/erosion-risk to community facilities (e.g. tramway) and properties including the World Heritage Centre.

THORNCOMBE BEACON TO BEER HEAD						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	beach. • A key attraction is the unspoilt scenery. • The beach is used by both tourists and fishermen. • As mentioned above, the B3172 road to Seaton is a key link.	linkages are maintained. • To minimise the impact of policies on marine operations and activities.				
Axe Estuary	• There is a large wetland creation project on the Axe Estuary; sediment is dewatered from the Axe wetlands and the material is used to raise levels in the Seaton area to create reedbed. • There are important Palaeolithic gravel terraces at Axe (around Beer Head).	• Refer to the Axe Estuary Management Plan and relevant SMP		Flood-risk to Seaton from the Axe Estuary.	Flood-risk to Seaton from the Axe Estuary.	Flood-risk to Seaton from the Axe Estuary.
Historic landfill sites	• Manor Farm Charmouth • Land south of Little Catherston Farm • Extension to Land south of Little Catherston Farm • Former Gas Holder site, Lyme Regis • Refuse tip east of Spittle's Lane, Lyme Regis The current state of this historic landfill site (i.e. any details of remediation/removal etc) has not been considered at this strategic level.	***To prevent pollution from contaminated sources***		Four historic landfill sites at risk of flooding and two historic landfill sites at risk of erosion.	Four historic landfill sites at risk of flooding and two historic landfill sites at risk of erosion.	Four historic landfill sites at risk of flooding and two historic landfill sites at risk of erosion.

BEER HEAD TO OTTERTON LEDGE						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Isolated cliff top properties	• There are isolated properties, holiday accommodation and farmsteads at the top of the cliffs/within the landslide complexes; these could be affected if landslides become reactivated.	• To avoid loss of property due to erosion.	This is a predominately undeveloped cliff coastline, with one key settlement at Sidmouth. The cliffs are internationally important for their geological exposure, therefore a key consideration is to allow natural evolutionary processes to continue. There is a need to ensure that the preferred SMP policies are compatible with the objectives of the Jurassic Coast World Heritage Plan. There could be potential loss of low-grade farmland, isolated properties and scheduled monuments, however, it is unlikely that there would be economic or technical justification for protecting these. Therefore, a key area of potential conflict will be along the Sidmouth frontage. Generally sediment linkages along this frontage are weak and the formation of headlands has resulted in the development of headlands and bays, however, there will still need to be consideration of potential impact of any management on long-term evolution of adjacent areas. The National Trust owns land from Branscombe to Sidmouth.	Potential for the loss of some isolated cliff top properties at Chit Rocks near Sidmouth due to coastal erosion.	Potential for the loss of some isolated cliff top properties at Chit Rocks near Sidmouth due to coastal erosion and flooding.	Potential for the loss of some isolated cliff top properties at Chit Rocks near Sidmouth due to coastal erosion and flooding.
Branscombe Beach	• A tourist beach with car park and associated facilities. There is a caravan park located on a relict landslide and beach huts at the back of the beach. • The beach and access for sailing activities are important attractions – there is currently a single access road to the beach. • A sewage works lies behind the beach car-park.	• To avoid loss of property due to erosion. • To avoid loss due to erosion of key community, recreational and amenity facilities. • To ensure critical services remain operational.		Potential for the loss of properties along Branscombe beach due to flooding and erosion. Sewage works remain unaffected.	Potential for the loss of properties along Branscombe beach due to flooding. Potential for the loss of the caravan park, recreational facilities, and tourist car park due to flooding. Sewage works remain unaffected.	Potential for the loss of properties along Branscombe beach due to flooding and erosion. Potential for the loss of the caravan park, recreational facilities, and tourist car park due to erosion and flooding. Sewage works remain unaffected.
Sidmouth	• An important tourist resort with a wide range of visitor attractions and community facilities, such as educational and leisure facilities. The promenade is an important asset. Although much of the town is on higher land Eastern Town is at potential risk from flooding. • There is an IRB Station at the mouth of the river. • A main link road runs along the cliff edge, part of which is at risk from both flooding and erosion. Various local roads run inland from this. • Large areas of land, property and services (e.g. sewage works) are at flood-risk. • There have been continuous and occasionally severe cliff falls to the east of Sidmouth.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of key community, recreational and amenity facilities. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To ensure critical services remain operational. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities.		Potential for the loss of road linkage (The Esplanade) that runs along Sidmouth's sea frontage east to west due to erosion and flooding.	Potential for the loss of road linkages: Esplanade Road and Peak Hill road due to erosion and flooding. Potential for loss of properties along sea frontage and Esplanade road due to erosion.	Potential for the loss of road linkages: Esplanade Road, Peak Hill road and Cotmalon road due to erosion and flooding. Potential for the loss of properties and industrial/ economic centres north of Esplanade road and peak hill road due to erosion. Potential for loss of community and recreation facilities.
Ladram Bay	• There is a large caravan and camping park and associated facilities. (There could be potential for caravans to be relocated, but the site also includes more permanent structures). This also hosts the site of the first digital TV transponder in the UK. • There is a sewerage works near Ladram Bay	• To avoid loss of property due to erosion. • To ensure critical services remain operational.		Limited loss of assets.	Potential for the loss of properties at Ladram Bay Caravan park due to flooding and erosion.	Potential for the loss of properties at Ladram Bay Caravan park due to flooding and erosion.
Tourist facilities	• There is a number of beach access points. • The South West Coast Path runs along the most of this frontage – but there is potential	• To avoid loss due to erosion of key community, recreational and amenity facilities.		There is potential for the loss of community/tourism recreational assets within	There is potential for the loss of community/tourism	There is potential for the loss of community/tourism recreational assets within

BEER HEAD TO OTTERTON LEDGE						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	for this to be relocated. • Various stretches of cliff are currently owned by the National Trust.			the section: - Loss of beach access/sea frontage at Sidmouth	recreational assets within the section: - Caravan/ camping parks & beach huts at Branscombe and Ladram Bay - Beach access at Branscombe, Ladram and Sidmouth - Loss of sea frontage at Sidmouth - Loss of recreational land at Sidmouth	the section: - Caravan/ camping parks & beach huts at Branscombe and Ladram Bay - Beach access at Branscombe, Ladram and Sidmouth - Loss of sea frontage at Sidmouth - Loss of recreational land at Sidmouth
Sidmouth to West Bay SAC	• Sidmouth to West Bay SAC is an example of a highly unstable soft cliff coastline subject to mudslides and landslips. The vegetation that has developed on these slopes is the primary reason for its designation and therefore the continuation of natural landslip processes is an important issue. • The SAC includes reference to Annex I Habitat of drift line vegetation, which is reliant on continuation of natural sediment transport processes.	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.***		The continuation of natural landslip and sediment processes is important and therefore NAI would continue to maintain this SAC.	The continuation of natural landslip and sediment processes is important and therefore NAI would continue to maintain this SAC.	The continuation of natural landslip and sediment processes is important and therefore NAI would continue to maintain this SAC.
Dorset and East Devon World Heritage Site (excludes Sidmouth) and Sidmouth to Beer Coast, Ladram Bay to Sidmouth and Beer Quarry and Caves SSSIs (geological)	• World Heritage status achieved by exposure of cliff which "depicts a geological 'walk through time' spanning the Triassic, Jurassic and Cretaceous periods" • Erosion is key to the conservation of the World Heritage Site and geological SSSIs, therefore a 'threat' is the construction of coastal defences. • West Dorset Coast SSSI is an internationally important geological site and is famous for its fossil reptiles. It is important that exposure of this site is maintained. • Sidmouth to Beer Coast SSSI is noted for its quality of geological exposure and is a 'type locality' and therefore it is important that this level of exposure is maintained. • Ladram Bay to Sidmouth SSSI is nationally important site for coastal geomorphology and therefore a key requirement is for natural processes to continue.	• ***To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs.***		Continuation of natural erosive processes is important for maintaining World Heritage Sites and SSSIs. NAI would allow natural processes to continue unhindered.	Continuation of natural erosive processes is important for maintaining World Heritage Sites and SSSIs. NAI would allow natural processes to continue unhindered.	Continuation of natural erosive processes is important for maintaining World Heritage Sites and SSSIs. NAI would allow natural processes to continue unhindered.

BEER HEAD TO OTTERTON LEDGE						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	• Beer Quarry and Caves SSSI are designated for its exposure of clay-filled chalk pipes.					
Sidmouth to Beer Coast and Beer Quarry and Caves SSSIs (biological)	• Sidmouth to Beer Coast SSSI is designated for its species-rich cliff top and ledges grasslands. The net areas will therefore be affected by future cliff erosion. • Beer Quarry and Caves SSSI is important for hibernating bats.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		There is potential for the loss of a portion of the Sidmouth to Beer Coast SSSI due to erosion, however natural processes may be beneficial to this feature. No change to Beer Quarry and Caves SSSI.	There is potential for the loss of a portion of the Sidmouth to Beer Coast SSSI due to erosion, however natural processes may be beneficial to this feature. No change to Beer Quarry and Caves SSSI.	There is potential for the loss of a portion of the Sidmouth to Beer Coast SSSI due to erosion, however natural processes may be beneficial to this feature. No change to Beer Quarry and Caves SSSI.
East Devon Area of Outstanding Natural Beauty	• The area is designated for its rich landscape which encompasses landscape, people and nature. The AONB aims to conserve the best qualities of the landscape by helping to guide and manage change.	• ***To conserve and enhance AONBs*** and avoid conflict with AONB Management Plan or Heritage Coast Objectives		Potential changes to the landscape character of the AONB	Changes to the landscape character of the AONB	Changes to the landscape character of the AONB
Historic Environment Assets	• There is a number of listed buildings and archaeological sites along this stretch. Connaught Gardens are a Grade II Registered Park and Garden located in Sidmouth. • Other scheduled monuments potentially at risk are the Prehistoric Field System, Berry Cliff Camp and High Peak Camp	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Flood and erosion risk to Grades 1 and 2 listed buildings. Potential partial loss of up to 3 Scheduled Monuments (SM): Barry Cliff Camp SM, Prehistoric Field System SM and High Peak Camp SM in Sidmouth due to erosion. Potential partial loss of Connaught Registered Park and Garden due to flooding and erosion.	Flood and erosion risk to Grade 1 and 2 listed buildings. Potential partial loss of up to 3 Scheduled Monuments (SM): Barry Cliff Camp SM, Prehistoric Field System SM and High Peak Camp SM in Sidmouth due to erosion. Potential partial loss of Connaught Registered Park and Garden due to flooding and erosion.	Flood and erosion risk to Grades 1, 2 and 2* listed buildings. Potential partial loss of up to 3 Scheduled Monuments (SM): Barry Cliff Camp SM, Prehistoric Field System SM and High Peak Camp SM in Sidmouth due to erosion. Potential partial loss of Connaught Registered Park and Garden due to flooding and erosion.
Agricultural land	• Farmland stretches inland from the cliff top, therefore any erosion or flooding will affect net area, however this is low-grade farmland (Grade 3 and below).	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		No loss of agricultural land in the short-term.	Loss of Grade 3 and 4 Agricultural land	Loss of Grade 3 and 4 Agricultural land

OTTERTON LEDGE TO STRAIGHT POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Budleigh Salterton	• A picturesque tourist resort with a wide range of visitor attractions, car parks and community facilities, such as educational and leisure facilities. The promenade is an important asset. • Both seafront and cliff top properties are potentially at risk. • A main link road runs along the seafront, part of which is at risk from both flooding and erosion. • The beach is used both for recreation and fishing and therefore access is an important issue.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities.	This is a short stretch of coastline, which forms an embayment between the headlands of Straight Point and Otterton Ledge. The cobble beach and red sandstone cliffs around Budleigh Salterton are major landscape and geological features and therefore their conservation is of international importance. The cliffs are also a contributor of beach material. A potential area of conflict is Budleigh Salterton, which is a sizeable settlement and tourist resort – in addition to the impact on the cliffs locally, there could be a potential impact on the Otter Estuary of any management of this coast, which could affect the SSSI designation. There is a littoral feed of sediment from west to east which is important for the spit and therefore the saltmarsh complex behind. The National Trust does not own any land along this stretch of coastline. There is a need to ensure that the preferred SMP policies are compatible with the objectives of the Jurassic Coast World Heritage Plan.	Limited impact on assets within Budleigh Salterton.	Loss of properties and road linkage in Budleigh as a result of erosion and flooding, particularly surrounding the seafront with the loss of South Parade road way. Loss of land between Budleigh and Straight point, potentially of recreational value.	Loss of properties and road linkage in Budleigh as a result of erosion and flooding, particularly surrounding the seafront with the loss of South Parade road way. Loss of land between Budleigh and Straight point, potentially of recreational value.
Tourist facilities	• The South West Coast Path runs along the most of this frontage – but there is potential for this to be relocated. • There is a Golf Club at Budleigh Salterton located along the cliff top, therefore holes and fairways are potentially at risk, although the main buildings are located further inland. • Devon Cliffs Holiday Park is a popular resort providing caravan accommodation and associated entertainment and facilities and is located along the cliff top near Straight Point, although the main complex facilities are located inland. There is therefore potential for the caravans to be moved to avoid loss.	• To avoid loss due to erosion of key community, recreational and amenity facilities. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.		Limited impact on tourist facilities. No loss of Golf House at Budleigh Salterton or of Devon Cliffs Holiday Park.	Potential for the loss of tourist facilities particularly Devon Cliffs Holiday park. No loss of Golf House at Budleigh Salterton or of Devon Cliffs Holiday Park.	Potential for the loss of tourist facilities particularly Devon Cliffs Holiday park. No loss of Golf House at Budleigh Salterton or of Devon Cliffs Holiday Park.
Dorset and East Devon World Heritage Site and Budleigh Salterton Cliffs and Otter Estuary SSSIs (geological)	• World Heritage status achieved by exposure of cliff which "depicts a geological 'walk through time' spanning the Triassic, Jurassic and Cretaceous periods" • Erosion is key to the conservation of the World Heritage Site and geological SSSIs, therefore a 'threat' is the construction of coastal defences. • The cobble beach and red sandstone cliffs are a key element of the Budleigh Salterton Cliffs SSSI • Otterton Point is an important fossil location, therefore continued exposure is a key issue.	• ***To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs.***		NAI would allow natural erosion to continue and would therefore maintain the World Heritage Site and its geological SSSIs.	NAI would allow natural erosion to continue and would therefore maintain the World Heritage Site and its geological SSSIs.	NAI would allow natural erosion to continue and would therefore maintain the World Heritage Site and its geological SSSIs.
Otter Estuary SSSI (biological)	• Otter Estuary SSSI supports saltmarsh communities and is important for breeding and overwintering birds. Future erosion could result in loss of saltmarsh area.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Potential change in intertidal at the mouth of Otter Estuary.	Potential change in intertidal at the mouth of Otter Estuary.	Potential change in intertidal at the mouth of Otter Estuary.

OTTERTON LEDGE TO STRAIGHT POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	• There are opportunities for managed realignment in the Otter Estuary.					
East Devon Area of Outstanding Natural Beauty	• The area is designated for its rich landscape which encompasses landscape, people and nature. The AONB aims to conserve the best qualities of the landscape by helping to guide and manage change.	• ***To conserve and enhance AONBs*** and avoid conflict with AONB Management Plan or Heritage Coast Objectives		NAI is unlikely to affect the character of the AONB.	Potential for changes in the character of the AONB.	Changes in the character of the AONB.
Historic Environment Assets	• There are a number of listed buildings and archaeological sites along this stretch, particularly focused within Budleigh Salterton, but no scheduled monuments are at risk.	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Flood and erosion risk to Grade 2 Listed buildings predominantly in Budleigh Salterton.	Flood and erosion risk to Grade 2 Listed buildings predominantly in Budleigh Salterton	Flood and erosion risk to Grade 2 Listed buildings predominantly in Budleigh Salterton
Agricultural land	• There is some cliff top farmland and any erosion will affect net area, however this is low-grade farmland (Grade 3 and below).	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Loss of a small area of Grade 3 and 4 agricultural land due to erosion and flooding.	Loss of a small portion of grade 3 and 4 agricultural land. Area is predominantly urban or non-agricultural.	Loss of a small portion of grade 3 agricultural land. Area is predominantly urban or non-agricultural.
Straight Point MoD Ranges	• Net area of range could be affected by erosion, but functionality should not be affected.	• To ensure MoD ranges remain operational.		Small area of ranges lost due to erosion.	Small area of ranges lost due to erosion.	Small area of ranges lost due to erosion.
Historic landfill site	• South Farm Road, Budleigh Salterton The current state of this historic landfill site (i.e. any details of remediation/removal etc) has not been considered at this strategic level.	***To prevent pollution from contaminated sources***		One historic landfill site at risk of flooding in the Otter Estuary.	One historic landfill site at risk of flooding in the Otter Estuary.	One historic landfill site at risk of flooding in the Otter Estuary.

STRAIGHT POINT TO HOLCOMBE

Location/ feature	Key issues	Objectives that apply	Key Considerations	No Active Intervention Scenario		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Exmouth	• Exmouth is a key commercial centre along this coast and supports a range of commercial, residential, recreational and tourist facilities, together with the related infrastructure and road links. • Sailing is an important recreation and there is a Sailing Club and various docks and piers along the frontage. • 1.39ha of employment land has been allocated in the East Devon District Local Plan for Exmouth. • A new RNLI lifeboat station is to be constructed at Exmouth that will extend out across the foreshore. • Key issues and opportunities for the Exmouth frontage are the protection of the population; infrastructure; tourism and the local economy; cultural heritage assets such as Exmouth Conservation Area; maintenance of recreational assets such as Exmouth beach; and the potential for habitat creation at the Maer (Halcrow 2008).	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities.	This is a long stretch of coastline that encompasses the Exe Estuary, the large urban and commercial centre of Exmouth and the resort of Dawlish. The coastline is characterised by cliffs of outstanding landscape and geological value, therefore a key consideration will be the conservation of this asset. There is a need to ensure that the preferred SMP policies are compatible with the objectives of the Jurassic Coast World Heritage Plan. There could be potential conflict between protecting urban areas and critical road and rail infrastructure from increasing rates of erosion and maintaining geological exposures. There will also be future issues along the Dawlish frontage associated with coastal squeeze, where the coastal position is fixed by the railway embankment. Loss of beaches will affect alongshore transport of sediment to adjacent beaches, intertidal habitats and the exposure of defences. There are complex sediment exchanges in and around the Exe Estuary. The impact on the estuary system of future management of both the estuary and adjacent open coast will need to be carefully considered, as changes will affect not only the estuary but also the open coast. This will be of particular importance for the areas of Exmouth, Dawlish and Dawlish Warren. Dawlish Warren spit provides an important flood defence function. If its flood defence function is compromised, the high value private, commercial and recreational areas in its hinterland would undergo significant changes, with the possibility of the loss of, or significant changes to, valuable habitats (Exe Estuary Coastal Management Study – Halcrow 2008). In the Exe Estuary, human activity to date has included: the reclamation of intertidal areas, dredging, catchment management, construction of railway and coastal defences, and a range of developments for military, commercial, residential and recreational uses. The estuary of the River Exe is internationally important for wading and migrating birds and is of particular interest	Potential for loss of property, and commercial and economic assets in Exmouth particularly around The Point including a marina. Potential for the loss of Queens Drive &The Esplanade along the seafront.	Potential for loss of property, and commercial and economic assets in Exmouth particularly around The Point. Potential for the loss of Queens Drive &The Esplanade along the seafront., with associated tourist facilities (including car parks).	Potential for loss of property, and commercial and economic assets in Exmouth particularly around The Point. Potential for the loss of Queens Drive &The Esplanade along the seafront., with associated tourist facilities (including car parks).
Exe Estuary	• Harbours for fishing fleet and shipping from the Exeter River Canal. The canal runs along the west bank of the River Exe. • Isolated properties and a hotel on the edge of the Exe Estuary are potentially at risk of flooding and erosion. • Lympstone Commando Training Station (Defence Estates) may be subject to erosion if sea level rises. • A Main Line railway runs either side of the Exe Estuary and coastal edge along the stretch of coastline to the south of Exminster. Network Rail has no plans for inland diversion. Network Rail's position is to hold the line. • Some settlements are currently reliant on maintenance of the railway embankment for flood protection.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To minimise the impact of policies on marine operations and activities. • To ensure MoD ranges remain operational. • To ensure critical road and rail linkages are maintained.		Potential for damage to or loss of the railway connections: Coastline to South Exminster due to flooding. Potential for some damage to the Commando Training Centre due to flooding. Potential for disruption to the A376 due to fluvial flooding at Exton. Various infrastructure including a sewage works at risk of flooding. Canal potentially at risk of flooding.	Potential for damage to or loss of the railway connections: Coastline to South Exminster due to flooding. Potential for some damage to the Commando Training Centre due to flooding. Potential for disruption to the A376 due to fluvial flooding at Exton. Various infrastructure including a sewage works at risk of flooding. Canal potentially at risk of flooding.	Potential for damage to or loss of the railway connections: Coastline to South Exminster due to flooding. Potential for some damage to the Commando Training Centre due to flooding. Potential for disruption to the A376 due to fluvial flooding at Exton. Various infrastructure including a sewage works at risk of flooding. Canal potentially at risk of flooding.
Topsham	• This town is vulnerable to fluvial flooding as bank maintenance has been withdrawn in this area.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity		Risk of flooding and loss or damage to residential and commercial properties, and community and recreational facilities. Risk of flooding of agricultural land east of the	Risk of flooding and loss or damage to residential and commercial properties, and community and recreational facilities. Risk of flooding of	Risk of flooding and loss or damage to residential and commercial properties, and community and recreational facilities.

STRAIGHT POINT TO HOLCOMBE						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
		facilities. • To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.	to ornithologists. It is internationally famous as the winter home for hundreds of Avocet (the symbol of the RSPB). The National Trust owns land at Orcombe Point (to the east of Exmouth) and Lower Halsdon Farm and some fields at Lympstone on the eastern side of the Exe Estuary. The River Exe Catchment Flood Management Plan (CFMP) states that 3100 properties are currently at flood-risk in Exe Estuary towns with a total of 4000 properties at risk in the same area in the future (Environment Agency 2008). Fluvial flood risk around the estuary is generally associated with tide-locking of tributary streams during high flows. The CFMP recommends a combination of policy options (policy 2 – to reduce existing flood risk management actions), policy 4 – to take further action to sustain the current level of flood risk into the future and policy 6 – to take action to increase the frequency of flooding) for the estuary mouth.	River Clyst in Topsham.	agricultural land east of the River Clyst in Topsham.	
Powderham	• A small village on the west bank of the River Exe supporting both visitor and community facilities including a church, Powderham Deer Park, Powderham Registered Park and Garden, Powderham Castle (which attracts 50,000 visitors a year – Halcrow 2008) and a yacht club, which are potentially at flood and erosion risk. • Farmland and the coastal road at Powderham are potentially at risk.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Some parts of Powderham at risk of flooding/ erosion including Powderham yacht club, Deer park and castle, and Registered Park and Garden. Risk of flooding or loss by erosion to agricultural land adjacent to the estuary The main area of Exminster Marshes is at risk of flooding including the mainline railway.	Risk of flooding/ erosion to Powderham yacht club, Deer park and castle, and Registered Park and Garden. Risk of flooding or loss by erosion to agricultural land adjacent to the estuary The main area of Exminster Marshes is at an increased risk of flooding including the mainline railway.	Risk of flooding/ erosion to Powderham yacht club, Deer park and castle, and Registered Park and Garden. Risk of flooding or loss by erosion to agricultural land adjacent to the estuary The main area of Exminster Marshes is at an increased risk of flooding including the mainline railway.
Dawlish Warren	• A predominately tourist resort supporting a range of tourist accommodation and facilities including car parks. • There is a golf course along the back edge of Dawlish Warren spit, which would be affected by any changes to the spit stability. • The existing coastal defences are preventing Dawlish Warren Special Area of Conservation (SAC) from achieving favourable conservation status (Halcrow 2008)	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.		Risk of flooding/ erosion and loss of properties along the seafront: facilities for tourists/ economic/ commercial assets. Risk of flooding/ erosion of Warren golf Course. Loss of a hotel near Langstone Rock, Dawlish Warren.	Risk of flooding/ erosion and loss of properties along the seafront: facilities for tourists/ economic/ commercial assets. Risk of flooding/ erosion of Warren golf Course. Loss of a hotel near Langstone Rock, Dawlish Warren	Risk of flooding/ erosion and loss of properties along the seafront: facilities for tourists/ economic/ commercial assets. Risk of flooding/ erosion of Warren golf Course. Loss of a hotel near Langstone Rock, Dawlish Warren
Dawlish	• A settlement supporting both tourist and residential properties and amenities, including schools, churches and leisure facilities. • Sandy beaches have been awarded the European Blue Flag and Seaside Award Clean Beach status. • The A379, B3199 and Marine Parade running along the seafront are subject to erosion/flooding though there are alternative minor roads inland. • The Main Line railway runs along this frontage and there is a station at Dawlish. A railway embankment also provides a flood and erosion defence role. Network Rail has no plans for inland diversion. Network Rail's position is to hold the line.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained.		Disruption/ loss of the A379. Mainline railway along the seafront at Dawlish remains protected by its embankment. Therefore NAI should sustain this feature.	Disruption/ loss of the A379. Risk or flooding/ erosion to the Mainline railway along the Seafront at Dawlish. Risk of flooding/ erosion to properties along the seafront including	Disruption/ loss of the A379. Risk or flooding/ erosion to the Mainline railway along the Seafront at Dawlish. Risk of flooding/ erosion to properties along the seafront including

STRAIGHT POINT TO HOLCOMBE						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Tourist facilities	• The South West Coast Path runs along stretches of this frontage – but there is potential for this to be relocated. • The groyne system and gabion baskets require maintenance or improvements to ensure that the sand spit and beaches are safeguarded. • Devon Cliffs Holiday Park is a popular resort providing caravan accommodation and associated entertainment and facilities and is located along the cliff top near Straight Point, although the main complex facilities are located inland . There is therefore potential for the caravans to be moved to avoid loss. • Dawlish Warren tourist and community facilities	• To avoid loss due to erosion of key community, recreational and amenity facilities. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.		Limited impacts on tourist facilities. Flood and erosion risk to beach and associated facilities at Dawlish Warren.	South West Coast Path at risk from erosion People, properties and facilities at risk from erosion at the Devon Cliffs Holiday Park Hotel facilities at risk from flooding/ erosion near Dawlish Warren.	South West Coast Path at risk from erosion People, properties and facilities at risk from erosion at the Devon Cliffs Holiday Park Hotel facilities at risk from flooding/ erosion near Dawlish Warren.
Dorset and East Devon World Heritage Site, Exe Estuary, Dawlish Cliffs SSSIs (geological)	• Status achieved by exposure of cliff which "depicts a geological 'walk through time' spanning the Triassic, Jurassic and Cretaceous periods". • The sandstone cliffs at Orcombe Point represent the western limit and some of the oldest rocks of the World Heritage Site. • Erosion is key to the conservation of the World Heritage Site and geological SSSIs, therefore a 'threat' is the construction of coastal defences. (NB. The World Heritage Site only includes the short stretch of land between Straight Point and Orcombe Rocks).	• ***To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs.***		NAI would allow natural erosion to continue and would therefore maintain the World Heritage Site and its geological SSSIs.	NAI would allow natural erosion to continue and would therefore maintain the World Heritage Site and its geological SSSIs.	NAI would allow natural erosion to continue and would therefore maintain the World Heritage Site and its geological SSSIs.
Dawlish Warren SAC, SSSI, NNR and LNR (biological)	• Designated for embryonic shifting dunes, shifting dunes along the shoreline with *Ammophilia arenaria*, fixed dunes with herbaceous vegetation, humid dune slacks and *Petalophyllum ralfsii.* • Large sand spit with adjoining tidal land/coastal habitats at mouth of Exe Estuary supporting wildfowl and wading birds, migratory birds and flora. • Mudflats and sand dunes currently believed to act as breakwater but net area is being reduced by erosion/flooding.	• ***To maintain (improve) the integrity of internationally designated sites and the favourable condition of their interest features.*** • ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.*** • To avoid adverse impacts on, conserve and where practical enhance the designated interest of locally designated conservation sites.		Risk or flooding/erosion to Dawlish Warren SAC, this may have an adverse impact on the interest features of the site.	Risk or flooding/erosion to Dawlish Warren SAC, this may have an adverse impact on the interest features of the site.	Risk or flooding/erosion to Dawlish Warren SAC, this may have an adverse impact on the interest features of the site.
Exe Estuary SPA, Ramsar site, SSSI and RSPB Reserve (biological)	• Flanked by beaches backed by maritime cliffs and slopes, mudflat and grazing marsh. • Estuary is important for wintering wildfowl and waders, rare plant species and	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Potential for significant impacts on designated interest features from flooding/erosion. Potential increase in	Potential for significant impacts on designated interest features from flooding/erosion. Potential increase in	Potential for significant impacts on designated interest features from flooding/erosion. Potential increase in

STRAIGHT POINT TO HOLCOMBE						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	invertebrates of national importance.	• To avoid adverse impacts on, conserve and where practical enhance the designated interest of locally designated conservation sites.		intertidal habitat.	intertidal habitat.	intertidal habitat.
Exmouth LNR	• Area of tidal sand and mudflats supporting wintering birds.	• To avoid adverse impacts on, conserve and where practical enhance the designated interest of locally designated conservation sites.		Potential for an increase in extent of intertidal habitat due to continued flood-risk.	Potential for an increase in extent of intertidal habitat due to continued flood-risk.	Potential for an increase in extent of intertidal habitat due to continued flood-risk.
The Maer LNR	• A range of geological and geomorphological features including sandstones, raised beaches and sand dunes. The LNR supports rare sand dune plants. • The Maer was previously an intertidal area, which was reclaimed around 1915 with the construction of a sea wall. The dune system is now used as a recreational resource for activities such as dog walking (Halcrow 2008).	• To avoid adverse impacts on, conserve and where practical enhance the designated interest of locally designated conservation sites.		Risk of flooding/erosion of some LNR interest features.	Risk of flooding/erosion of some LNR interest features. Loss of defences may result in the development of the dune system.	Risk of flooding/erosion of some LNR interest features. Loss of defences may result in the development of the dune system.
East Devon Area of Outstanding Natural Beauty	• The area is designated for its rich landscape including its wooded combes, heathland, river valleys and cliffs. The AONB aims to conserve the best qualities of the landscape by helping to guide and manage change.	• ***To conserve and enhance AONBs*** and avoid conflict with AONB Management Plan or Heritage Coast Objectives		Potential for changes to the character of the AONB	Changes to the character of the AONB	Changes to the character of the AONB
Historic Environment Assets	• This stretch of coast includes Powderham Castle, and A La Ronde and the Point-In-View Registered Parks and Gardens. • No scheduled monuments are currently at risk of flooding or erosion.	• To avoid loss of nationally important cultural heritage sites.		One registered park and garden at risk of flooding. Grade 2 listed buildings at risk from flooding or erosion predominantly in Exmouth, Dawlish, Lympstone and Topsham.	One registered park and garden at risk of flooding. Grade 2 listed buildings at risk from flooding or erosion predominantly in Exmouth, Dawlish, Lympstone and Topsham	One registered park and garden at risk of flooding. Grade 2 listed buildings at risk from flooding or erosion predominantly in Exmouth, Dawlish, Lympstone and Topsham.
Agricultural Land	• A mixture of high and low grade (Grades 1 to 4) farmland stretches inland from the cliff tops and estuary. • Grade 1 land (near Lympstone and Kenton, north of Westwood and north of Dawlish Warren) at potential risk of flooding and erosion.	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Limited loss of agricultural land.	Loss of a small portion of grade 2 and 3 agricultural land. Majority of area is urban or non-agricultural.	Loss of a small portion of grade 2 and 3 agricultural land. Majority of area is urban or non-agricultural. Risk of flooding/ erosion of agricultural land east of the River Clyst in Topsham.
Straight Point MoD Ranges	• Net area of range would be affected by erosion, but functionality should not be affected.	• To ensure MoD ranges remain operational.		Small area of ranges lost due to erosion.	Small area of ranges lost due to erosion.	Small area of ranges lost due to erosion.
Historic landfill site	• Imperial Recreation Ground The current state of this historic landfill site (i.e. any details of remediation/removal etc) has not	***To prevent pollution from contaminated sources***		A historic landfill site on the Exe Estuary at flood-risk.	A historic landfill site on the Exe Estuary at flood-risk.	A historic landfill site on the Exe Estuary at flood-risk.

STRAIGHT POINT TO HOLCOMBE						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	been considered at this strategic level.					

HOLCOMBE TO HOPE'S NOSE						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Teignmouth	• An important tourist resort built on Denn Spit at the entrance of the Teign Estuary that extends along the seafront. The town supports both visitor and community facilities. Attractions include a working harbour and Victorian Pier, as well as the sandy beach. • An IRB station is located at The Point. • A small historical harbour, which has been an active trading port for over 300 years. • Sections of the main coastal link road, the B3199 are at potential risk; this is also a main commercial road of the town. • There is a proposal to develop the River Beach of Teignmouth and the town centre.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities.	This is a largely undeveloped, hard cliffed section of coastline, with the main areas of development located at Teignmouth and Shaldon, either side of the Teign Estuary. Here there could be potential conflict between protecting urban areas and critical rail and road infrastructure from increasing rates of erosion and economic/environmental issues. There will also be issues of coastal squeeze in front of the defences, which would affect their life-span. Long-term recession of the coast will be limited in the most part by the geological resistance of the cliffs. It is likely, however, that natural coastal squeeze will result with the resultant loss of bathing beaches in the long term. Interactions between the open coast and Teign Estuary will need to be considered.	Risk of flooding/ erosion of properties from Denn Spit to the centre of Teignmouth. Teignmouth Harbour is at continued risk of flooding. Access to the seafront and Dean promenade may be disrupted flooding effecting access to recreational/ tourist facilities (such as the pier). The mainline railway may not be affected.	Risk of flooding/ erosion of properties from Denn Spit to the centre of Teignmouth. Teignmouth Harbour is at continued risk of flooding. Access to the seafront and Dean promenade may be disrupted flooding effecting access to recreational/ tourist facilities (such as the pier). Risk of erosion/ flooding to the Mainline rail link.	Risk of flooding/ erosion of properties from Denn Spit to the centre of Teignmouth. Teignmouth Harbour is at continued risk of flooding. Access to the seafront and Dean promenade may be disrupted flooding effecting access to recreational/ tourist facilities (such as the pier). Risk of erosion/ flooding to the Mainline rail link
Teign Estuary	• The estuary is maintained for navigation and is used extensively by a wide range of leisure and commercial fishing boats and merchant ships. • The B3199 crosses the Teign via the Teignmouth and Shaldon Bridge and is an important link between Teignmouth and Shaldon. There is no obvious alternative route. • The A381 Teignmouth Road runs along the northern bank of the River Teign from Teignmouth to Bishopsteignton and is at risk from flooding. • There are various isolated properties and holiday developments along both banks. • A railway line runs along the north bank of the Teign. No alternative rail route between Exeter and Plymouth is available and Network Rail has no plans for an inland diversion. Network Rail's position is to hold the line. • There is a sewerage works on the north bank of the estuary – this is currently protected by the railway embankment. • There are opportunities for managed realignment on the Teign Estuary.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities. • To ensure critical services remain operational.		Potential risk of flooding of the A38. Risk of flooding to the Exeter to Plymouth line under a NAI policy. However, Network Rail has confirmed that they would continue to HTL. Risk of flooding to residential properties and recreational facilities e.g. marinas, along the Teign Estuary	Potential risk of flooding of the A38. Risk of flooding to the Exeter to Plymouth line under a NAI policy. However, Network Rail has confirmed that they would continue to HTL. Risk of flooding to residential properties and recreational facilities e.g. marinas, along the Teign Estuary	Potential risk of flooding of the A38. Risk of flooding to the Exeter to Plymouth line under a NAI policy. However, Network Rail has confirmed that they would continue to HTL. Risk of flooding to residential properties and recreational facilities e.g. marinas, along the Teign Estuary

HOLCOMBE TO HOPE'S NOSE						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Newton Abbot	• Low-lying areas of Newton Abbott at the head of the Teign Estuary are at risk of flooding. • The town supports community facilities including a race course, industrial works, shops and extensive residential developments. • A railway line runs eastwards along the River Teign to Teignmouth and also in a southerly direction to Torbay. No alternative rail route between Exeter and Plymouth is available and Network Rail has no plans for an inland diversion. Network Rail's position is to hold the line.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained.		Risk of fluvial flooding of residential, commercial, economic and community properties and facilities.	Risk of fluvial flooding of residential, commercial, economic and community properties and facilities.	Risk of fluvial flooding of residential, commercial, economic and community properties and facilities.
Shaldon	• A large village that extends along the seafront and is situated on the mouth of the River Teign. Shaldon supports shops, public houses and tourist amenities including a caravan park, holiday village, hotels and a ferry crossing to Teignmouth. • The beach is an important asset and both Shaldon Beach and Cove Ness are recognised bathing beaches. • Flooding in Shaldon is generally caused by heavy rainfall coinciding with high tides. A tidal defence scheme is proposed by the Environment Agency for Shaldon and Ringmore, which comprises a system of flood-walls and gates.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities.		Northern Shaldon, adjacent to the estuary is at risk of flooding/erosion with potential damage to residential and tourism related properties. The A379 and associated bridge are at risk from flooding/erosion. Shaldon Beach and Cove Ness are at risk from flooding/ erosion. This also restricts access.	Northern Shaldon, adjacent to the estuary is at risk of flooding/erosion with potential damage to residential and tourism related properties. Properties to the south of Shaldon in the vicinity of The Ness Ho (Ness Road) are at risk from flooding/ erosion The A379 and associated bridge are at risk from flooding/erosion. Shaldon Beach and Cove Ness are at risk from flooding/ erosion. This also restricts access.	Northern Shaldon, adjacent to the estuary is at risk of flooding/erosion with potential damage to residential and tourism related properties. The A379 and associated bridge are at risk from flooding/erosion. Shaldon Beach and Cove Ness are at risk from flooding/ erosion. This also restricts access.
Torquay	• An important holiday destination since Victorian times, Torquay supports a wide range of visitor and community facilities. The main tourist regions, including the waterfront are on the south coast (covered by the adjacent section). • On this coast Oddicombe Beach is the main tourist beach, which features a cliff railway.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of key community, recreational and amenity facilities.		Limited impacts on assets within Torquay.	Oddicombe beach and associated tourism facilities at risk of flooding/ erosion. Baddacombe Downs road and surrounding residential and economic properties may also be at risk of flooding/ erosion.	Oddicombe beach and associated tourism facilities at risk of flooding/ erosion. Baddacombe Downs road and surrounding residential and economic properties may also be at risk of flooding/ erosion.
Isolated properties and small developments	• There are a number of cliff top properties and residential/ tourist developments, such as Holcombe, Maidencombe and St Mary church.	• To avoid loss of property due to erosion. • To avoid loss due to erosion of and manage risk of flooding to industrial,		No isolated properties at risk.	Isolated properties at risk of erosion/flooding in the vicinity of Oddicombe beach, Watcombe Head, Maiden Comb and	Isolated properties at risk of erosion/ flooding in the vicinity of Oddicombe beach, Watcombe Head, Maiden Comb and between

HOLCOMBE TO HOPE'S NOSE						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
		commercial and economic assets and activities.			between Maiden Comb and Shaldon.	Maiden Comb and Shaldon.
Tourist facilities	• The South West Coast Path runs along stretches of this frontage – but there is potential for this to be relocated. • The small beaches and coves, such as Watcombe Beach, Anstey's Cove and Labrador Bay, are an important attraction and there are a number of small car parks and access points along this frontage. • There are golf courses at the top of the cliffs at Ness Cove and also at St Mary church.	• To avoid loss due to erosion of key community, recreational and amenity facilities. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.		The South West Coast Path not at risk. Potential risk to Watcombe beach, Anstey's Cove and Labrador Bay from flooding/ erosion.	South West Coast at Risk from flooding/ erosion. Watcombe beach, Anstey's Cove and Labrador Bay at risk of flooding/ erosion. Impacts on golf courses unknown at this stage.	South West Coast at Risk from flooding/ erosion. Watcombe beach, Anstey's Cove and Labrador Bay at risk of flooding/ erosion. Impacts on golf courses unknown at this stage.
English Riviera Geopark	• Comprises a range of local sites of geological interest including Babbacombe Cliffs, Black Head and Anstey's Cove and Oddicombe. • Part of the Geopark lies within the southern section of this policy unit.	• ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs.***		NAI would allow natural erosion to continue and would therefore maintain the Geopark and its geological SSSIs.	NAI would allow natural erosion to continue and would therefore maintain the Geopark and its geological SSSIs.	NAI would allow natural erosion to continue and would therefore maintain the Geopark and its geological SSSIs.
Kent's Cavern, Babbacombe Cliffs and Hope's Nose to Walls Hill SSSIs (geological)	• Erosion is key to the conservation of some parts of the geological SSSIs, therefore the construction of coastal defences present a 'threat'.	• ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs.***		NAI would allow natural erosion to continue and would therefore maintain these geological SSSIs.	NAI would allow natural erosion to continue and would therefore maintain these geological SSSIs.	NAI would allow natural erosion to continue and would therefore maintain these geological SSSIs.
Hope's Nose to Walls Hill SSSI (biological)	• A botanically rich habitat, particularly important for its limestone grasslands that support rare and local plants and lichen-rich flora.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Potential impacts on SSSI features due to erosion/ flooding.	Significant impacts to SSSI features due to erosion/ flooding.	Significant impacts to SSSI features due to erosion/ flooding.
Historic Environment Assets	• Two scheduled monuments lie along the coastal strip including a prehistoric field system at Walls Hill and Kent's Cavern at Torquay; these are not at risk. • This stretch of coast includes Watcombe Park and Brunel Manor Registered Park and Garden, which is unlikely to be at risk.	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Grade 2 listed buildings potentially at risk from flooding or erosion.	Grade 2 listed buildings and one Scheduled monument at risk of flooding/ erosion.	Grade 2 listed buildings and one Scheduled monument at risk of flooding/ erosion.
Agricultural Land	• Farmland stretches inland from the cliff tops and estuary, therefore any erosion will affect net area. However, this is low-grade farmland (Grade 4 and below).	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Grades 2, 3, 4 and 5 Agricultural land at risk of flooding/ erosion.	Grade 2, 3, 4 and 5 Agricultural land at risk of flooding/ erosion.	Grade 2, 3, 4 and 5 Agricultural land at risk of flooding/ erosion.
Historic landfill site	• Sladnor Park The current state of this historic landfill site (i.e. any details of remediation/removal etc) has not been considered at this strategic level.	***To prevent pollution from contaminated sources***		Unlikely loss of historic landfill site due to erosion.	One historic landfill site at risk of erosion at Maidencombe.	One historic landfill site at risk of erosion at Maidencombe.

HOPE'S NOSE TO BERRY HEAD (TOR BAY)						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Torbay District (including Torquay, Paignton and Broadsands)	• A key holiday destination since Victorian times, this area supports a wide range of visitor and community facilities. • The waterfront at Torquay is the focus of the town with a harbour, international marina, promenade and numerous shops, cafes and public houses. • The Torbay District is also an important commercial centre and residential district. Large residential developments occupy the cliff tops of this town and there are a range of amenities including schools, churches, leisure centres and libraries, as well as the related infrastructure. • An area to the west of Torre Abbey and East of Torquay Station is currently protected by a seawall but frequently experiences localised flooding. • Paignton is a tourist resort with a high concentration of accommodation and a small harbour with sailing club. Large areas of Paignton including the esplanade, tourist related shops, Paignton railway station and bus station are at potential risk from flooding. • In both Paignton and Torquay, the bathing beaches, such as Meadfoot Beach, Livermead Sands, Preston and Paignton Sands, Goodrington Sands and Broad Sands are an important attraction, both due to the sandy beaches and the easy access. • At Broadsands there is a small area of wetland, which could be at risk due to coastal squeeze, particularly if further development were to take place. • The B3199, B3021 and A3022 follow the coastline between Torquay and Paignton and are at potential risk from flooding and erosion. • The railway lines runs along the frontage at various stretches and there are key station at Paignton and Torquay. • There is also a preserved railway line that runs between Paignton and Broadsands. • There are proposals at Torbay to designate all unprotected areas of shoreline as RIGS.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical services remain operational. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities.	This is a heavily populated and developed area of coastline which encompasses the Torbay district. Torquay and Paignton are important commercial and tourist centres that stretch along the coast and are heavily defended. The sandy beaches which front these resorts are a particular attraction and maintenance of these in their current state could become increasingly difficult in the future under a scenario of rising sea levels. There could also be environmental conflict as a result of coastal squeeze where intertidal areas are designated habitats. There is a short section of undeveloped cliffed coastline between Paignton and Brixham, but here there are potential development pressures at the back of the sandy coves. The embayed nature of this coastline means that the beaches tend to be self-contained, with limited sediment linkages between them. The South Devon CFMP (Environment Agency 2008) recommends a P5 policy for this area, which would involve taking further action to reduce flood-risk. The CFMP includes consideration of fluvial flood risk associated with tide-locking, which may occur in the Torbay area	Torquay marina and immediate vicinity at risk of flooding. Risk of flooding/ erosion to the A379 at Torquay north of the marina. Risk of flooding/erosion to people and properties along Paignton Seafront, including Paignton Harbour. Risk of flooding to preserved Paignton to Broadsands railway. Risk of flooding to Broadsand wetland area.	Torquay marina and immediate vicinity at risk of flooding. Risk of flooding/ erosion to the A379 at Torquay north of the marina. Risk of flooding/erosion to people and properties along Paignton Seafront, including Paignton Harbour. Risk of flooding and erosion to preserved Paignton to Broadsands railway. Risk of flooding and erosion to Broadsands wetland area.	Torquay marina and immediate vicinity at risk of flooding. Risk of flooding/ erosion to the A379 at Torquay north of the marina. Risk of flooding/erosion to people and properties along Paignton Seafront, including Paignton Harbour. Risk of flooding and erosion to preserved Paignton to Broadsands railway. Risk of flooding and erosion to Broadsands wetland area
Brixham	• Brixham is renowned for its large harbour	• To avoid loss of property due to		Risk of flooding to Brixham	Risk of flooding to	Risk of flooding to Brixham

HOPE'S NOSE TO BERRY HEAD (TOR BAY)						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	(and fishing fleet) and attractive harbour frontage, which is at potential risk from flooding during exceptionally high tides, particularly around Furze Lane, The Strand and Pump Street. • The town supports both residential and tourist facilities and is also an important commercial centre. • There is also a small beach, known as Breakwater Beach, which is an important recreational amenity. • Although there are link roads within the town, the main link road to other town runs inland and is therefore not at risk. • There is a lifeboat station at the marina.	erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical services remain operational. • To minimise the impact of policies on marine operations and activities.		Harbour and associated industrial properties. Potential risk of flooding/ erosion to people and properties along the seafront (Berryhead Road)	Brixham Harbour and associated industrial properties. Potential risk of flooding/ erosion to people and properties along the seafront (Berryhead Road)	Harbour and associated industrial properties. Potential risk of flooding/ erosion to people and properties along the seafront (Berryhead Road)
Tourist facilities	• The South West Coast Path runs along stretches of this frontage – but there is potential for this to be relocated. • In addition to the main tourist beaches there are a number of smaller pocket beaches and coves, such as Elberry Cove and Churston Cove. • Berry Head Common and Country Park is an important recreational asset for both locals and tourist and there are associated facilities.	• To avoid loss due to erosion of key community, recreational and amenity facilities.		Loss of tourist facilities due to erosion and flood risk.	Loss of tourist facilities due to erosion and flood risk.	Loss of tourist facilities due to erosion and flood risk.
English Riviera Geopark	• Comprises a range of local sites of geological interest including Churston Cove, Crystal Cove, Daddyhole, Dyers Quarry, Hollicombe Head to Corbyn's Head, New Cut, Meadfoot Sea Road, Roundham Head and Saltern Cove. • Part of the Geopark covers the whole of this policy unit.	• ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs.***		Continuation of natural processes is key to the integrity of the SSSIs and WHS, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SSSIs and WHS, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SSSIs and WHS, therefore NAI would continue to maintain these features.
South Hams SAC	• Designated for vegetated sea cliffs of the Atlantic and Baltic coasts, European dry heaths, semi-natural dry grasslands, caves (some submerged wholly or partially) and Tilio-Acerion forests of slopes, screes and ravines. • Also designated for the following species: *Rhinolophus hipposideros, Rhinolophus ferrumequinm, Barbastella* and *Gentianella anglica.*	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.***		The net area of cliff/ledge top grassland habitats would be reduced.	The net area of cliff/ledge top grassland habitats would be reduced.	The net area of cliff/ledge top grassland habitats would be reduced.
Daddyhole, Saltern Cove, Dyer's Quarry, Meadfoot Sea Road,	• Erosion is key to the conservation of some geological SSSIs, therefore the construction	• ***To allow natural processes and maintain visibility of geological exposures throughout geological***		Continuation of natural processes is key to the integrity of the SSSIs and	Continuation of natural processes is key to the integrity of the SSSIs and	Continuation of natural processes is key to the integrity of the SSSIs and

HOPE'S NOSE TO BERRY HEAD (TOR BAY)						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
New Cut Torquay and Roundham Head SSSIs (geological)	of coastal defences may present a 'threat'. • Support rich fossil fauna and yielding interesting sedimentary structures.	***SSSIs.***		WHS, therefore NAI would continue to maintain these features.	WHS, therefore NAI would continue to maintain these features.	WHS, therefore NAI would continue to maintain these features.
Hope's Nose to Walls Hill SSSI (biological)	• A botanically rich habitat, particularly important for its limestone grasslands that support rare and local plants and lichen-rich flora. • There is a risk that intertidal habitat seaward of railway embankment could be lost due to coastal squeeze (resulting from rising sea levels).	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		The net area of cliff/ledge top grassland habitats would be reduced.	The net area of cliff/ledge top grassland habitats would be reduced.	The net area of cliff/ledge top grassland habitats would be reduced.
Saltern Cove SSSI (biological)	• Supports a diverse intertidal flora and fauna including communities that are characteristic of both sediment and rocky shores.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Net change in the area of intertidal habitats, and increased risk of coastal squeeze due to the presence of a railway embankment	Net change in the area of intertidal habitats, and increased risk of coastal squeeze due to the presence of a railway embankment	Net change in the area of intertidal habitats, and increased risk of coastal squeeze due to the presence of a railway embankment
Berry Head to Sharkham Point SSSI (biological) and Berry Head NNR	• A former coastal limestone quarry • Caves at the site provide breeding roosts for greater and lesser horseshoe bats. • Sea cliffs are home to a guillemot community, nationally rare plants and eight species of orchid.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Some erosion of caves and sea cliffs.	Some erosion of caves and sea cliffs. Potential loss of some designated flora and fauna.	Some erosion of caves and sea cliffs. Potential loss of some designated flora and fauna.
Sugar Loaf Hill and Saltern Cove LNR	• 'Urban fringe LNR designated for its high nature interest.	• To avoid adverse impacts on, conserve and where practical, enhance the designated interest of the locally designated conservation sites.		NAI would maintain these assets.	NAI would maintain these assets	NAI would maintain these assets
South Devon Area of Outstanding Natural Beauty	• The area is designated for its rich landscape including its high coastal plateaux and cliff coastline, estuaries, river valleys, coastal lowland and village settlements. The AONB designation aims to conserve and enhance the natural beauty of the landscape by helping to guide and manage change.	• ***To conserve and enhance AONBs*** and avoid conflict with AONB Management Plan or Heritage Coast Objectives		Change in landscape character of AONB.	Change in landscape character of AONB.	Change in landscape character of AONB.
Historic Environment Assets	• Seven scheduled monuments lie along the coastal strip. These are Ashhole Cavern, The Bishop's Palace, Chambered Tomb, Berry Head Fort and Battery, WW2 Coastal Battery at Battery Gardens, Torre Abbey and Windmill Hill Cave. • This stretch of coast includes three Registered Parks and Gardens; Oldway Mansion, Princess Gardens and Royal Terrace Gardens, and Castle Tor.	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Grades 1 and 2 listed buildings at risk of flooding/ erosion in Torquay. Paignton and Brixham.	Grades 1and 2 listed buildings at risk of flooding/ erosion in Torquay. Paignton and Brixham.	Grades 1 and 2 listed buildings at risk of flooding/ erosion in Torquay. Paignton and Brixham.

HOPE'S NOSE TO BERRY HEAD (TOR BAY)						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Agricultural Land	• A small area of Grade 3 agricultural land (e.g. at Churston) stretches inland from the cliff top. This area s generally elevated and underlain by resistant bedrock and may not be significantly at risk from flooding or erosion.	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Majority of section is urban. However, a small section of Grade 3 Agricultural land may be at risk from flooding/ erosion between Broadsands and Brixham adjacent to the South West Coast Path.	Majority of section is urban. However, a small section of Grade 3 Agricultural land may be at risk from flooding/ erosion between Broadsands and Brixham adjacent to the South West Coast Path.	Majority of section is urban. However, a small section of Grade 3 Agricultural land may be at risk from flooding/ erosion between Broadsands and Brixham adjacent to the South West Coast Path.
Historic landfill sites	• Clennon Valley Tip • Oxen cove The current state of these historic landfill sites (i.e. any details of remediation/removal etc) has not been considered at this strategic level.	***To prevent pollution from contaminated sources***		Two historic landfill sites at risk of flooding.	Two historic landfill sites at risk of flooding.	Two historic landfill sites at risk of flooding.

BERRY HEAD TO BLACKSTONE POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Brixham	• On this side of the headland St Mary's Bay is the key area, which is backed by holiday developments, including camp sites, caravan parks and more permanent structures. There are also car parking facilities. These assets are located on high cliff tops on resistant rock. • The bathing beach is a key attraction.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities.	This is a mainly cliffed stretch of coastline that encompasses the Dart Estuary. Much of it is undeveloped with development centred at Dartmouth, Kingswear and Brixham (St Mary's Bay). The coastline is characterised by cliffs of outstanding landscape value and with local concentrations of historic features, therefore a key consideration will be the conservation of these assets. For much of the coast there should not be significant conflict although beach access may be a slight issue. Key areas where conflict could arise are along the developed frontages mentioned above. In the long term natural coastal squeeze may occur due to the combination of resistant cliffs and rising sea levels. This may have an impact on some designated habitats. There is limited sediment linkage along the coast due to its indented nature. The South Devon CFMP (Environment Agency 2008) recommends a P5 policy for this area, which would involve taking further action to reduce flood-risk.	Limited impact on features in Brixham.	Risk of erosion to people and properties.	Risk of erosion to people and properties.
Dartmouth	• A picturesque town supporting the Britannia Royal Navy College, numerous shops, both residential and tourist accommodation, amenity facilities and associated infrastructure. Although the main link road, A379, runs inland, the B3205 is a key link road within the town. The low-lying location of some of these assets makes them vulnerable to tidal flooding. • There are National Trust Gardens. • Several ferry crossings across the River Dart and also harbour facilities. • There is a small industrial site on the bank of the river. • There are beaches at Dartmouth Castle and Sugary Cove.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities		Risk of flooding to people and properties in Dartmouth including residential, commercial and the Yacht Club. Particularly the area along the River Dart (South and North Embankments) back to Victoria road and side streets.	Risk of flooding to people and properties in Dartmouth including residential, commercial and the Yacht Club. Particularly the area along the River Dart (South and North Embankments) back to Victoria road and side streets.	Risk of flooding to people and properties in Dartmouth including residential, commercial and the Yacht Club. Particularly the area along the River Dart (South and North Embankments) back to Victoria road and side streets.
Kingswear	• Kingswear is a small settlement at the mouth of the River Dart. Flooding has been experienced at Kingswear between Lower Ferry Slipway and Collins Public Slipway (involving private housing and Royal Dart Yacht Club) and at Jubilee Park. • This is a popular site for small vessels and there are marine facilities. • There is a ferry crossing to Dartmouth. • Along the East bank of the Dart, the railway line runs from Kingswear and links up to Paignton and Torquay. • There is a former Philips boatyard, the frontage of which comprises reclaimed estuary. This area is now being redeveloped and there are current proposals to construct 100 water front units. • There is a proposed National Trust managed realignment project at Mansands between Kingswear and Brixham.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities.		Risk of flooding/erosion to people and property. Residences and recreational facilities. Risk of flooding and disruption of Kingswear Station, and the B3205 transport connections.	Risk of flooding/erosion to people and property. Residences and recreational facilities. Risk of flooding and disruption of Kingswear Station, and the B3205 transport connections.	Risk of flooding/erosion to people and property. Residences and recreational facilities. Risk of flooding and disruption of Kingswear Station, and the B3205 transport connections.

BERRY HEAD TO BLACKSTONE POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Isolated properties and villages along both banks of the River Dart	• There are a number of isolated properties, farmsteads and small settlements with associated infrastructure. In most cases link roads would only be lost with the properties, not before.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property.		Potential risk of flooding to properties bordering the River Dart at Dittisham. Potential risk of flooding to farms on the River Dart near Cornworthy.	Potential risk of flooding to properties bordering the River Dart at Dittisham. Potential risk of flooding to farms on the River Dart near Cornworthy.	Potential risk of flooding to properties bordering the River Dart at Dittisham. Potential risk of flooding to farms on the River Dart near Cornworthy.
Isolated cliff top properties and villages along the open coast	• There are a number of isolated properties, farmsteads and small settlements with associated infrastructure. In most cases link roads would only be lost with the properties, not before.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property.		Risk of flooding/erosion to cliff top property at Crabbrock point and Man Sands Risk of flooding/erosion to cliff top properties at the western bank of the entrance to the River Dart Estuary	Risk of flooding/erosion to cliff top property at Crabbrock point and Man Sands Risk of flooding/erosion to cliff top properties at the western bank of the entrance to the River Dart Estuary	Risk of flooding/erosion to cliff top property at Crabbrock point and Man Sands Risk of flooding/erosion to cliff top properties at Inner Froward Point. Risk of flooding/ erosion to cliff top properties at the western bank of the entrance to the River Dart Estuary Risk of flooding/ erosion to cliff top property at the western bank of the entrance to the River Dart Estuary near Lower Week
Tourist facilities	• The South West Coast Path runs along stretches of this frontage – but there is potential for this to be relocated. • Much of the coast is owned by the National Trust. There are also a number of car parks and beach access points to the various pockets bays, such as Man Sands, Long Sands and Scabbacombe Sands.	• To avoid loss due to erosion of key community, recreational and amenity facilities.		South West Coast path at risk of flooding/erosion between Long Sands and Coleton Fishacre.	South West Coast path at risk of flooding/ erosion between Long Sands and Coleton Fishacre.	South West Coast path at risk of flooding/ erosion between Long Sands and Coleton Fishacre.
English Riviera Geopark	• Comprises a range of local sites of geological interest including Berry Head to Sharkham Point and Sharkham Iron Mine. • A small part of the Geopark falls within the northern section of this policy unit.	• ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs.***		Continuation of natural processes is key to the integrity of the Geopark, therefore NAI would continue to enhance these features.	Continuation of natural processes is key to the integrity of the Geopark, therefore NAI would continue to enhance these features.	Continuation of natural processes is key to the integrity of the Geopark, therefore NAI would continue to enhance these features.
South Hams SAC	• Designated for vegetated sea cliffs of the Atlantic and Baltic coasts, European dry heaths, semi-natural dry grasslands, caves (some submerged wholly or partially) and Tilio-Acerion forests of slopes, screes and	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.***		The net area of cliff/ledge top grassland habitats would be reduced.	The net area of cliff/ledge top grassland habitats would be reduced.	The net area of cliff/ledge top grassland habitats would be reduced.

BERRY HEAD TO BLACKSTONE POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	ravines. • Also designated for the following species: *Rhinolophus hipposideros, Rhinolophus ferrumequinm, Barbastella* and *Gentianella anglica.*					
Berry Head to Sharkham Point SSSI/Berry Head NNR (biological)	• Caves at the site provide breeding roosts for greater and lesser horseshoe bats. • Sea cliffs are home to a guillemot community, nationally rare plants and eight species of orchid.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Some erosion of caves and sea cliffs.	Some erosion of caves and sea cliffs. Potential loss of some designated flora and fauna.	Some erosion of caves and sea cliffs. Potential loss of some designated flora and fauna.
Scabbacombe SSSI (biological)	• Supports field eryngo *Eryngium campestre.*	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Little or no loss of improved grassland feature.	Little or no loss of improved grassland feature.	Little or no loss of improved grassland feature.
Froward Point SSSI (biological)	• This site is important for its coastal plant communities and in particular for the maritime heathland and grassland, which support several local and rare species.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		The net area of cliff/ledge top grassland/heathland habitats would be reduced.	The net area of cliff/ledge top grassland/heathland habitats would be reduced.	The net area of cliff/ledge top grassland/heathland habitats would be reduced.
Lord's Wood SSSI (biological)	• One of the best examples of oak-hazel-ash woodland in Devon and an important representative of woods developed on loamy soils in western and northern Britain.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		No flooding or erosion of this woodland feature.	No flooding or erosion of this woodland feature.	No flooding or erosion of this woodland feature.
Berry Head and Berry Head (Southern Redoubt) Area of Special Protection	• This is an area of coastal waters lying off Berry Head and has been designated an Area of Special Protection for wild birds under the Wildlife and Countryside Act.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Some erosion of caves and sea cliffs.	Some erosion of caves and sea cliffs. Potential loss of some designated flora and fauna.	Some erosion of caves and sea cliffs. Potential loss of some designated flora and fauna.
South Devon Area of Outstanding Natural Beauty and Heritage Coast	• The area is designated for its rich landscape including its high coastal plateaux and rugged coastline, estuaries, distinctive river estuary of the Dart, coastal lowland, settlements and urban fringes. • The AONB aims to conserve the best qualities of the landscape by helping to guide and manage change.	• ***To conserve and enhance AONBs*** and avoid conflict with AONB Management Plan or Heritage Coast Objectives		Change in landscape character of AONB.	Change in landscape character of AONB.	Change in landscape character of AONB.
Historic Environment Assets	• 14 scheduled monuments lie along the coastal strip. These include D-Day landing craft sites, churches, castles, forts and batteries, including Dartmouth Castle, Berry Head fort and battery and Bayards Cove Castle, however, many of these are not at risk due to the resistant nature of this coastline. However these assets are located on high ground on resistant rock and are therefore unlikely to be at significantly risk	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Grade 2 listed buildings at risk of flooding/ erosion predominantly in Dartmouth, but also spread throughout the River Dart corridor. Scheduled monument at risk of flooding, the D-Day Landing craft site near	Grade 2 listed buildings at risk of flooding/ erosion predominantly in Dartmouth, but also spread throughout the River Dart corridor. Scheduled monument at risk of flooding, the D-Day Landing craft site	Grade 2 listed buildings at risk of flooding/ erosion predominantly in Dartmouth, but also spread throughout the River Dart corridor. Scheduled monument at risk of flooding, the D-Day Landing craft site near

BERRY HEAD TO BLACKSTONE POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	from flooding or erosion. • This stretch of coast includes 3 Registered Parks and Gardens: 2 of which are in the inner estuary; Greenway and Sharpham House, and Coleton Fishacre.			wadden court.	near wadden court. Additionally; D-Day Landing craft maintenance sites at South East of May pool and south of Lower Noss Point, and Gallants Bower and Dartmouth Castle may also be at risk of flooding/ erosion.	wadden court. Additionally; D-Day Landing craft maintenance sites at South East of May pool and south of Lower Noss Point, and Gallants Bower and Dartmouth Castle may also be at risk of flooding/ erosion.
Agricultural Land	• Farmland stretches inland from the cliff top, therefore any erosion will affect net area. However, this is low-grade farmland (Grade 3 and below). Much of the coastline is fringed by a broad band of rough scrub land, woodland or coastal heath and therefore the actively farmed agricultural land, being mostly elevated and set back from the cliff edge, is not generally at risk of loss from erosion.	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Grade 3 and 4 agricultural land at risk of flooding/ erosion.	Grade 3 and 4 agricultural land at risk of flooding/ erosion.	Grade 3 and 4 agricultural land at risk of flooding/ erosion.
Historic landfill sites	• Sharkham Point Tip • Waterhead Creek The current state of these historic landfill sites (i.e. any details of remediation/removal etc) has not been considered at this strategic level.	***To prevent pollution from contaminated sources***		Waterhead Creek historic landfill site at risk of flooding.	Waterhead Creek historic landfill site at risk of flooding. Sharkham Point tip at risk of erosion.	Waterhead Creek historic landfill site at risk of flooding. Sharkham Point tip at risk of erosion.

BLACKSTONE POINT TO START POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Slapton Sands and Torcross	• Torcross is a small village at the southern end of Slapton Sands, which is famous as being the training area for the WWII D-Day Landing. It comprises houses, tourist accommodation and facilities, such as a car park. There is an existing engineered coast defence (concrete wave return wall and boulders) fronting the village. • It is a popular area for the wide shingle beach. • The main link road, the A379, runs along the top of the shingle ridge, seaward of Slapton Ley and is known as the Slapton Line. It forms part of the wider link between the communities of Kingsbridge and Dartmouth (and the intervening villages). The A379 is occasionally closed due to storm damage (e.g. in 2001 for several months). An alternative route for drivers between Dartmouth and Torcross involves a considerably longer detour via Kingsbridge. A new shorter inland diversion route has recently been signed along minor lanes suitable for light traffic during closures of the A379. • Slapton Bridge crosses Slapton Ley to link Slapton with the A379 and provide direct beach access. • Long-term sea level rise is causing roll-back of the barrier beach at Slapton Sands over the next 50 years, which needs to be managed (Scott Wilson 2000). • Extensive coastal management research, consultation and policy development work undertaken since 2001 by the Slapton Line Partnership. The current adopted policy for Slapton Line reads: *"The A379 main road running along the back of Slapton Sands will become increasingly vulnerable to wave erosion. Rising sea levels and more frequent storm events are predicted. A policy for managing the coast and road in future has been adopted by the Slapton Line Partnership. The policy is to maintain the continuity of the main road link by repairing erosion and moving sections of the road very slightly inland for as long as this is practicable, but on the clear understanding that the road will have to be abandoned. The timing of the closure of the road link is uncertain, and*	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained.	This coastline is characterised by a shingle barrier which over a geological timescale has migrated landwards resulting in the emergence of headlands and interruption of sediment drift. There are a number of shingle beaches, with the longest stretch being Slapton Sands, which are an important tourist attraction. The coastline is characterised by vegetated sea cliffs, shingle ridges and freshwater lagoons and is therefore of outstanding environmental, landscape and geological/geomorphological value. A key consideration will therefore be the conservation of this asset. Developments along this stretch are small in scale, but potential conflict exists between protecting these urban areas and critical road infrastructure, notably the A379 that runs along Slapton Sands and the nationally designated freshwater lagoons from increasing rates of erosion while maintaining the geological exposures and allowing natural change. There is also high grade agricultural land along the cliff tops.	A379 between Torcross and Slapton Sands at risk from flooding/erosion. Risk of flooding/erosion to people and properties in Torcross along the A379. Risk of flooding/erosion to people and properties in Slapton Sands in the centre of Slapton village.	A379 between Torcross and Slapton Sands at risk from flooding/erosion. However, Consultant engineers Scott Wilson, employed by the Slapton Line Partnership, concluded that the road should be viable for 30-50 years or so. Risk of flooding/erosion to people and properties in Torcross along the A379. Risk of flooding/erosion to people and properties in Slapton Sands in the centre of Slapton village.	A379 between Torcross and Slapton Sands at risk from flooding/erosion. Risk of flooding/erosion to people and properties in Torcross along the A379. Risk of flooding/erosion to people and properties in Slapton Sands in the centre of Slapton village. Potential breach of shingle barrier beach resulting in a change to the lake system from freshwater to a tidal lagoon. However, the timescales of these events depend on prediction scenarios for wave energy and sea level changes and storm return periods.

BLACKSTONE POINT TO START POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	depends on natural processes and the speed of erosion. In the meantime, the Slapton Line Partnership is working with local communities to develop and implement an adaptation plan in preparation for the eventual loss of the road. *This effectively means a policy of managed retreat along Slapton Sands in the medium to long term, except for the defended village of Torcross at the Southern end where a continuation of "holding the line" is anticipated.*					
Beesands	• Beesands is a small village fronted by the shingle beach of Bee Sands. The main southern part of the village is defended by an existing engineered scheme (concrete wall and boulders. • To the north of the village, there is an extensive boulder defence scheme, which has recently been augmented by South Hams District Council (building on top of an earlier gabion defence scheme which was failing) to protect the open area of flat amenity land behind (known as Beesands village green, owned by the Council). It also protects the track from erosion, which provides access to the small group of cottages ("Beesands Cellars") at the northern end and that provides informal car parking alongside the track. • The village comprises both tourist and residential accommodation. • Part of the village runs along the back of the beach and is fronted by the link road and promenade, as well as an engineered coast defence scheme comprising a wave return wall and boulders. Apart from this the main link roads run inland from the village, therefore there is not a risk of the village becoming cut off.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property.		Risk of flooding/erosion to people and property on the sea front at Beesands.	Risk of flooding/erosion to people and property on the sea front at Beesands.	Risk of flooding/erosion to people and property on the sea front at Beesands.
Isolated properties and coastal hamlets	• The village of Strete is located on a cliff above Start Bay and comprises a number of houses and a chalet site; these may be vulnerable to erosion. • There are isolated properties and farmsteads at the top of the cliffs. • South Hallsands is famous for the loss of the old village (that occurred due to offshore dredging) and the remains are a tourist attraction (although access is limited to a look-out post). Redevelopment is currently	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.		Limited impact on properties in Strete in the 0 – 20 year. Minimal erosion-risk posed to new development on cliff at Hallsands due to geology of cliff.	Isolated properties in Strete at risk due to erosion Minimal erosion-risk posed to new development on cliff at Hallsands due to geology of cliff.	Isolated properties in Strete at risk due to erosion Minimal erosion-risk posed to new development on cliff at Hallsands due to geology of cliff.

BLACKSTONE POINT TO START POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	taking place at north Hallsands, at the location of the former hotel.					
Tourist facilities	• The South West Coast Path runs along stretches of this frontage – but there is potential for this to be relocated. • The area is popular for its mix of wide shingle beaches and small pocket coves. There are a number of car parks, visitor facilities and beach access points such as at Blackpool Sands, which is at risk of flooding and erosion. • In this coastal sector there are two other beach-head car parks, which have been defended in the past by boulder defences – Blackpool Sands (very heavily used commercial beach site) and North Hallsands (a comparatively quiet and less visited beach site).	• To avoid loss due to erosion of key community, recreational and amenity facilities.		Potential for loss of some tourist facilities and car parks at a number of small beach and cove access points e.g. Near street Gate and the A379 between Slapton and Strete.	South West Coast Path south of Bee Sands at risk due to erosion/ flooding. Potential for loss of tourist facilities and car parks at a number of small beach and cove access points e.g. Near street Gate, Blackpool Sands and the A379 between Slapton and Strete	South West Coast Path south of Bee Sands at risk due to erosion/ flooding. Potential for loss of tourist facilities and car parks at a number of small beach and cove access points e.g. Near street Gate, Blackpoool Sands and the A379 between Slapton and Strete
County Wildlife Sites	• Widdicombe Ley is a freshwater lagoon which sits behind Bee Sands. • There is also an area of wetland habitat behind North Hallsands.	• To avoid adverse impacts on, conserve and where practical, enhance the designated interest of the locally designated conservation sites.		Net area of freshwater habitats may be reduced	Net area of freshwater habitats will be reduced	Net area of freshwater habitats will be reduced
South Devon Shore Dock SAC	• Designated for its vegetated sea cliffs of the Atlantic and Baltic coasts, and for *Rumex rupestris.*	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.***		Net area of vegetated sea cliffs may be reduced by erosion.	Net area of vegetated sea cliffs may be reduced by erosion.	Net area of vegetated sea cliffs may be reduced by erosion.
Hallsands to Beesands SSSI (geological) and GCRs	• Hallsands to Beesands SSSI is notified for geological and geomorphological features including the cliff-face exposures of Variscan structures. • The coastline at Hallsands is important for the understanding of coastal erosion processes. It is also regarded as a "classic locality for both its geomorphological interest and as an example of the implications of coastal sediment extraction."	• ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs.***		Continuation of natural processes is key to the integrity of the SSSIs and GCRs, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SSSIs and GCRs, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SSSIs and GCRs, therefore NAI would continue to maintain these features.
Freshwater lagoons including Slapton Ley SSSI/NNR	• Slapton Ley SSSI is the largest freshwater natural lagoon in south-west England and is separated from the sea by a shingle ridge. • The SSSI is designated for its beach enclosing the lagoon, vegetated shingle, reedbed and fen woodland communities, breeding birds, vascular plant assemblage and lichen assemblage.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.*** • To support natural processes		Continuation of natural processes is key to the integrity of the SSSIs and NNR, therefore NAI would continue to maintain the geomorphological interest features. Potential for changes to freshwater lagoons.	Continuation of natural processes is key to the integrity of the SSSIs and NNR, therefore NAI would continue to maintain the geomorphological interest features. Potential for changes to freshwater lagoons.	Continuation of natural processes is key to the integrity of the SSSIs and NNR, therefore NAI would continue to maintain the geomorphological interest features. Potential for changes to freshwater lagoons.

BLACKSTONE POINT TO START POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Prawle Point and Start Point SSSI (biological)	• This site is of national importance for its lichens, which are present on the hard rock outcrops. • In the areas of short turf on the cliffs a number of maritime (including rare) flowering plants are supported. • The cliffs cut into head deposits support many species of bees and wasps and is nationally important for these creatures. • Both the dense scrub at the top of the cliffs and the cliff ledges are important bird breeding sites.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		NAI likely to improve the SSSI though inappropriate scrub control, fencing and grazing largely impacts upon its condition.	Potential for change in cliff top vegetation through erosion. However, NAI likely to improve the SSSI though inappropriate scrub control, fencing and grazing largely impacts upon its condition.	Potential for change in cliff top vegetation through erosion. However, NAI likely to improve the SSSI though inappropriate scrub control, fencing and grazing largely impacts upon its condition
South Devon Area of Outstanding Natural Beauty and Heritage Coast	• The area is designated for its rich landscape including its high coastal plateaux and rugged coastline, estuaries, distinctive river estuaries, coastal lowland, settlements and urban fringes. • The AONB aims to conserve the best qualities of the landscape by helping to guide and manage change. • Within this coastal section, the AONB Management Plan has a programme of action for - Slapton Line for three years until 2010. This is to develop and implement an innovative and sustainable community based adaptation programme for the coast and the affected communities. - Beesands: to develop a local framework of agreement for the future management of the coastline north of the village, in response to erosion by the sea and pressure from traffic. Subject to the outcome, prepare a costed programme of action and seek resources to implement it.	• ***To conserve and enhance AONBs*** and avoid conflict with AONB Management Plan or Heritage Coast Objectives		Change in landscape character of AONB. NAI may conflict with some of the AONB management actions e.g. at Beesands where there is a project target to construct a coast defence enhancement scheme at the southern end of the village. However, generally a policy of NAI complements the AONB Management Policies e.g at Slapton Ley NNR where there is an action to develop a strategy for adapting the reserve to predicted climate and coastal change.	Change in landscape character of AONB NAI may conflict with some of the AONB management actions e.g. at Beesands where there is a project target to construct a coast defence enhancement scheme at the southern end of the village. However, generally a policy of NAI complements the AONB Management Policies e.g at Slapton Ley NNR where there is an action to develop a strategy for adapting the reserve to predicted climate and coastal change.	Change in landscape character of AONB NAI may conflict with some of the AONB management actions e.g. at Beesands where there is a project target to construct a coast defence enhancement scheme at the southern end of the village. However, generally a policy of NAI complements the AONB Management Policies e.g at Slapton Ley NNR where there is an action to develop a strategy for adapting the reserve to predicted climate and coastal change.
Historic Environment Assets	• One Scheduled Monument lies along this stretch of coastline; Site of Chapel at Manor Farm – however, this should not be at risk. • No registered parks and gardens lie along this stretch of coastline. • Hallsands is a 'lost village' and is considered an important heritage asset. English Heritage desire to protect the archaeology on this	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Grade 2 listed buildings at risk of erosion/ flooding throughout the section, predominantly at Torcross and Beesands. Hallsands 'lost village' at risk of flooding/ erosion.	Grade 2 listed buildings at risk of erosion/ flooding throughout the section, predominantly at Torcross and Beesands. Hallsands 'lost village' at risk of flooding/ erosion.	Grade 2 listed buildings at risk of erosion/ flooding throughout the section, predominantly at Torcross and Beesands. Hallsands 'lost village' at risk of flooding/ erosion.

BLACKSTONE POINT TO START POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	undefended section of coastline.					
Agricultural Land	• A mixture of high and low grade (Grades 2 to 4) farmland stretches inland from the cliff tops. Much of the coastline is fringed by a broad band of rough scrub land, woodland or coastal heath and therefore the actively farmed agricultural land, being mostly elevated and set back from the cliff edge, is not generally at risk of loss from erosion.	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Small areas of Grade 3 and 5 agricultural land at risk due to flooding/ erosion between Blackstone point and Stoke flemming and Bee Sands and Start point. Section is predominantly non-agricultural.	Small areas of Grade 3 and 5 agricultural land at risk due to flooding/ erosion between Blackstone point and Stoke flemming and Bee Sands and Start point. Section is predominantly non-agricultural.	Small areas of Grade 3 and 5 agricultural land at risk due to flooding/ erosion between Blackstone point and Stoke flemming and Bee Sands and Start point. Section is predominantly non-agricultural.
Marine Service Industry	• Potential impacts on the marine service industry (e.g. slipways, boatyards, moorings and access to the coast such as for lifeboats) from sea level rise.	• To minimise the impact of policies on marine operations and activities • To ensure critical services remain operational • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities [1]		There is likely to be some slip ways and mooring vulnerable to flooding and erosion.	There is likely to be some slip ways and mooring vulnerable to flooding and erosion.	There is likely to be some slip ways and mooring vulnerable to flooding and erosion.

START POINT TO BOLT HEAD						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Isolated properties, infrastructure and coastal hamlets	• There are isolated properties, coastal hamlets and farmsteads at the top of the cliffs and also within the Kingsbridge Estuary. • There is a minor tidal road from East Portlemouth to Goodshelter (Waterhead Creek), which is flooded in places at high tide.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To ensure critical road and rail linkages are maintained.	This is a mainly undeveloped length of coastline (with the exception of Kingsbridge and Salcombe) with minimal coastal defences. The coastline is characterised by cliffs of outstanding landscape and geological /geomorphological value, therefore a key consideration will be the conservation of these features. Maintaining the 'naturalness' of the Salcombe-Kingsbridge Estuary (dendritic ria) is crucial. Potential conflict exists between protecting urban areas (such as Salcombe and Kingsbridge), road infrastructure such as the A379 and high concentration of historic assets from increasing rates of erosion/flooding while allowing intertidal habitats to migrate inland naturally with rising sea levels.	Isolated properties at risk from flooding/erosion: - Lannacombe beach - West of Lannacombe Beach - Mealcombe (Hamlet?) - East bank of Kingsbridge Estuary: East Portlemouth	Isolated properties at risk from flooding/erosion: - Lannacombe beach - West of Lannacombe Beach - Mealcombe (Hamlet?) - East bank of Kingsbridge Estuary: East Portlemouth	Isolated properties at risk from flooding/erosion: - Lannacombe beach - West of Lannacombe Beach - Mealcombe (Hamlet?) - East bank of Kingsbridge Estuary: East Portlemouth
Kingsbridge	• Kingsbridge is an ancient market town and holiday centre with a varied selection of residential, commercial and amenity facilities, located at the head of the Kingsbridge Estuary. • The A379, which links the communities of Kingsbridge and Dartmouth (and the intervening villages) runs parallel to the estuary from Kingsbridge to Southville. This section of road is subject to occasional flooding. • There is a potential managed realignment site on the Kingsbridge Estuary at Charlton Marsh.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities.		Risk of flooding to people and properties in the centre of Kingsbridge. Section of the A38 potentially at risk from flooding/erosion.	Risk of flooding to people and properties in the centre of Kingsbridge. Section of the A38 potentially at risk from flooding/erosion.	Risk of flooding to people and properties in the centre of Kingsbridge. Section of the A38 potentially at risk from flooding/erosion.
Salcombe	• A popular tourist resort and sailing centre, which includes a harbour, gardens, quay, maritime museum, lifeboat station and remains of Salcombe Castle, as well as various residential tourist and commercial properties. • The B3024 in Salcombe runs parallel to Salcombe Harbour. This section of road may be subject to flooding though an alternative inland road is available. Smaller roads link Salcombe to nearby villages and one of these runs alongside Batson Creek, although an alternative route may be possible. • The lower section of Salcombe is already subject to flooding at high spring tides, but much of the town lies landward on higher land.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities.		Risk of flooding to people and properties in Salcombe; predominantly along Cliff Road and Island street (including the marina). Risk of flooding to B3204 (Cliff Road).	Increased risk of flooding to people and properties in Salcombe; predominantly along Cliff Road and Island street (including the marina). Risk of flooding to B3204 (Cliff Road).	Increased risk of flooding to people and properties in Salcombe; predominantly along Cliff Road and Island street (including the marina). Increased risk of flooding to B3204 (Cliff Road).

START POINT TO BOLT HEAD						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	• Although the town mainly fronts Salcombe Harbour there are two small tourist bathing beaches to the south; Salcombe-North Sands and Salcombe-South Sands. The sandy nature of these beaches is an attraction. Link roads to these beaches run along the coastline and alternative routes would require lengthy detours. • There is a ferry link to the east bank of the harbour, from Salcombe. • The Harbour is popular for fishing and sailing and there are quays, a yacht club and lifeboat Station. A jetty at Salcombe has recently been lost to the sea. • Salcombe forms a hard backdrop to probably the most sensitive stretch of foreshore of the estuary and will act as a barrier to any natural progression up the shore with sea level rise – eelgrass beds supporting populations of rare fan mussels, seahorses, algae, etc. • Some freshwater reedbed sites could be affected by tidal flooding e.g. at West Charleton and at Salcombe North Sands.					
Tourist facilities	• The South West Coast Path runs along stretches of this frontage – but there is potential for this to be relocated. • There are numerous pocket beaches, for example Mill Bay, Soar Mill Cove and Lannacombe, with related access points and car park facilities. Access to the rocky shores tends to be limited due to the nature of this coastline. • Much of this coastline is owned by the National Trust.	• To avoid loss due to erosion of key community, recreational and amenity facilities.		Risk of flooding to community and recreational amenities including Salcombe Marina.	Risk of flooding to community and recreational amenities including Salcombe Marina.	Risk of flooding to community and recreational amenities including Salcombe Marina.
South Devon Shore Dock SAC	• Designated for its vegetated sea cliffs of the Atlantic and Baltic coasts, and for *Rumex rupestris.*	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.***		Potential for change in net extent of vegetation on cliff.	Potential for change in net extent of vegetation on cliff.	Potential for change in net extent of vegetation on cliff.
Prawle Point and Start Point SSSI (geological)	• The Prawle Point and Start Point SSSI is designated because it provides one of the best examples of head deposits, which is particularly well-exposed along the coast. • The SSSI also refers to the valuable sequence of shore platforms and is a key locality, demonstrating a rare example of active bedrock weathering.	• ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs.***		Continuation of natural processes is key to the integrity of the SSSI. NAI would continue to maintain and enhance the geological interest features.	Continuation of natural processes is key to the integrity of the SSSI. NAI would continue to maintain and enhance the geological interest features.	Continuation of natural processes is key to the integrity of the SSSI. NAI would continue to maintain and enhance the geological interest features.

START POINT TO BOLT HEAD						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
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	• In this coastal section, the loss of geological features has been largely due to inappropriate scrub control.					
Prawle Point and Start Point SSSI (biological)	• This site is of national importance for its lichens, which are present on the hard rock outcrops. • In the areas of short turf on the cliffs a number of maritime (including rare) flowering plants are supported. • The cliffs cut into head deposits support many species of bees and wasps and is nationally important for these creatures. • Both the dense scrub at the top of the cliffs and the cliff ledges are important bird breeding sites. • The intertidal wave cut platform area is also of major biological importance for both fauna and flora, supporting some rare species of seaweeds. • In this coastal section, the loss of biological features has been largely due to inappropriate scrub control and a poor grazing regime.	• ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs.*** • ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Continuation of natural processes is key to the integrity of the SSSI. NAI would continue to maintain the biological interest features and enhance the lower cliff vegetation above the intertidal zone.	Continuation of natural processes is key to the integrity of the SSSI. NAI would continue to maintain the biological interest features and enhance the lower cliff vegetation above the intertidal zone.	Continuation of natural processes is key to the integrity of the SSSI. NAI would continue to maintain the biological interest features and enhance the lower cliff vegetation above the intertidal zone.
Salcombe to Kingsbridge Estuary SSSI (biological) and LNR	• A rich and diverse intertidal and subtidal flora and invertebrate fauna with certain communities being outstanding examples of their type in the North-East Atlantic stretches would be very vulnerable to coastal squeeze. • West Charleton Marsh (part of SSSI) likely to be flooded and revert to creek or saltmarsh with sea level rise – consideration of whether to protect this marsh is required.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.*** • To avoid adverse impacts on, conserve and where practical, enhance the designated interest of the locally designated conservation sites.		Gradual increase in intertidal habitat and gradual reversion of freshwater marsh to brackish habitat if constrained by hard defences, other structures or topography.	Increase in intertidal habitat (if not squeezed against manmade structures). Loss of freshwater habitat in hinterland due to saline intrusion if constrained by hard defences, other structures or topography..	Increase in intertidal habitat (if not squeezed against manmade structures). Loss of freshwater habitat in hinterland due to saline intrusion if constrained by hard defences, other structures or topography..
Bolt Head to Bolt Tail SSSI (biological)	• This site is of high botanical value due to the presence of many rare or local flowering plants and lichens, and is also important for its invertebrate fauna and for breeding birds. • Many of the habitats are cliff top habitats supported by maritime grassland, maritime heath and scrub. • The exposed rocks support a wide variety of lichens and provide breeding grounds for birds.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		The net area of cliff top grassland and heathland habitats may be reduced.	The net area of cliff top grassland and heathland habitats may be reduced.	The net area of cliff top grassland and heathland habitats may be reduced.
South Devon Area of Outstanding Natural	• The area is designated for its rich landscape including its high coastal plateaux and rugged	• ***To conserve and enhance AONBs*** and avoid conflict with AONB		Change in landscape character of AONB	Change in landscape character of AONB	Change in landscape character of AONB

START POINT TO BOLT HEAD						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
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Beauty and Heritage Coast	coastline, estuaries, distinctive river estuaries, coastal lowland, settlements and urban fringes. • The AONB aims to conserve the best qualities of the landscape by helping to guide and manage change.	Management Plan or Heritage Coast Objectives		Generally, NAI complements the majority of actions in the AONB Management Plan.	Generally, NAI complements the majority of actions in the AONB Management Plan.	Generally, NAI complements the majority of actions in the AONB Management Plan.
Historic Environment Assets	• 24 Scheduled Monuments lie within this stretch of coastline; however, many of these are not at risk due to the resistant nature of this shoreline. • Overbecks Registered Park and Garden • Two wreck sites (Salcombe Cannon and Moor Sand at Prawle Point) lie along this stretch of coastline, but these are unlikely to be affected by SMP policy.	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Grades 1 and 2 listed buildings at risk of flooding throughout the section; predominantly Salcombe and Kingsbridge. Overbecks Registered Park and Garden at risk of flooding/ erosion. Series of Scheduled Monuments between Prawle Point and Shag rock, and Bolt head, may be affected by coastal erosion.	Grades 1 and 2 listed buildings at risk of flooding throughout the section; predominantly Salcombe and Kingsbridge. Overbecks Registered Park and Garden at risk of flooding/ erosion. Series of Scheduled Monuments between Prawle Point and Shag rock, and Bolt head, may be affected by coastal erosion.	Grades 1 and 2 listed buildings at risk of flooding throughout the section; predominantly Salcombe and Kingsbridge. Overbecks Registered Park and Garden at risk of flooding/ erosion. Series of Scheduled Series of Scheduled Monuments between Prawle Point and Shag rock, and Bolt head, may be affected by coastal erosion.
Agricultural Land	• Farmland stretches inland from the cliff top, therefore any erosion will affect net area. However, this is low-grade farmland (Grade 3 and below). • Much of the coastline is fringed by a broad band of rough scrub land, woodland or coastal heath and therefore the actively farmed agricultural land, being mostly elevated and set back from the cliff edge, is not generally at risk of loss from erosion	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Grade 3 and 4 agricultural land at risk of flooding/ erosion.	Grade 3 and 4 agricultural land at risk of flooding/ erosion.	Grade 3 and 4 agricultural land at risk of flooding/ erosion.
Marine Service Industry	• Potential impacts on the marine service industry (e.g. slipways, boatyards, moorings and access to the coast such as for lifeboats) from sea level rise.	• To minimise the impact of policies on marine operations and activities • To ensure critical services remain operational • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities [1]		There is likely to be some slip ways and mooring vulnerable to flooding and erosion.	There is likely to be some slip ways and mooring vulnerable to flooding and erosion.	There is likely to be some slip ways and mooring vulnerable to flooding and erosion.

BOLT HEAD TO WEMBURY POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
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Outer Hope and Inner Hope	• A mainly tourist developments with various facilities and accommodation types. • It is fronted by the sandy beach of Hope Cove. • The beach head and village are defended by seawalls.	• To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.	This is a long stretch of coastline that encompasses the Avon, Yealm and Erme Estuaries. Many of these estuaries are progressively silting up but local work is underway to reduce the siltation to natural levels. The coastline is relatively undeveloped with minimal or no coastal defences. The coastline is characterised by cliffs of outstanding landscape and geological /geomorphological value, therefore a key consideration will be the conservation of these features. Continued conflicts between protecting urban areas and maintaining geological exposures. The National Trust has a policy of working with natural processes as far as its property is concerned – protecting it from erosion is not their key driver.	Loss of properties due to erosion and flooding (if there is no active intervention).	Loss of properties due to erosion and flooding (if there is no active intervention).	Loss of properties due to erosion and flooding (if there is no active intervention).
Isolated properties, holiday developments and coastal hamlets	• There are various isolated properties, farmsteads and medieval coastal hamlets/settlements at the top of the cliffs, and landing places on the beach. • There are also holiday developments and visitor facilities at a number of beach sites,, such as at Thurlestone, Bantham, Challaborough and Stoke Beach; here the sandy beaches, and easy access to these, are the key attraction. • South Milton Sands is a popular National Trust beach with a failing wood-piled defence at the southern end of the beach-head protecting a car park. Following extensive consultation and studies, the Trust is to remove most of the wooden piles and allow natural coastal processes to operate along most of the frontage. There are various privately funded boulder defences installed by property owners at the northern and southern end of the beach. • Challaborough beach has a boulder defence to protect tourism, residential and road assets, located close to the beachhead. These defences may not be adequate in the future.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To ensure critical services remain operational.		Risk of flooding to a hotel near Southdown and Thurlestone Rock.	Risk of erosion & flooding to a hotel near Southdown and Thurlestone Rock. Risk to people and holiday properties of erosion at Stoke Beach	Risk of erosion & flooding to a hotel near Southdown and Thurlestone Rock. Risk to people and holiday properties of erosion at Stoke Beach
Avon Estuary	• The banks of the estuary are mainly undeveloped but there are isolated properties and farmsteads. • Minor levels of fishing and sailing activity within the estuary when compared with Salcombe, Dart and Yealm Estuaries. • The small village of Bantham lies on the east bank of the Avon. There is a seasonal ferry crossing from here to the west bank. • There is a sewerage works at the head of the estuary at Aveton Gifford. • There are some managed realignment sites on the Avon Estuary.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To ensure critical services remain operational.		Risk of flooding to people and properties at Aveton Gifford and Bridge end. A section of the A379 in Aveton Gifford is at risk of flooding.	Risk of flooding to people and properties at Aveton Gifford and Bridge end. A section of the A379 in Aveton Gifford is at risk of flooding.	Risk of flooding to people and properties at Aveton Gifford and Bridge end. A section of the A379 in Aveton Gifford is at risk of flooding.

BOLT HEAD TO WEMBURY POINT						
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	• There is a minor tidal road downstream of Aveton Gifford, which is flooded at high tide. • Mariculture of mussels and P oysters.					
Bigbury-on-Sea and Burgh Island	• A small, picturesque village with a sandy beach and tourist amenities. Much of the village is on higher land, but there are properties at the back of the beach and car parking. • The main route into the village, the B3392, runs parallel to the west bank of the Avon for a short distance. • There are sewage works, but these lie slightly inland. • Burgh Island is accessed via sea tractor or by foot at low tide. It comprises a few properties including a luxury hotel.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To ensure critical road and rail linkages are maintained. • To ensure critical services remain operational.		Risk of erosion to people and properties, including a hotel.	Risk of erosion to people and properties, including a hotel. Potential loss of access from Bigbury-on-Sea to Burgh Island where a hotel is located.	Risk of erosion to people and properties, including a hotel. Potential loss of access from Bigbury-on-Sea to Burgh Island where a hotel is located.
Erme Estuary	• The banks of the estuary are mainly undeveloped but there are isolated properties and farmsteads. • There are potential managed realignment sites on the Erme Estuary. • There are extensive and valuable freshwater and salt grazing marshes within the SSSI.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.		Risk of flooding to a single property at Efford Ho. Risk of flooding to people and property at Clying Mill. Risk of flooding to people and property e.g. near the junction of the A379 and A3121, and Goutsford BR. Risk of flooding to the A379 and A3121.	Risk of flooding to a single property at Efford Ho. Risk of flooding to people and property at Clying Mill. Risk of flooding to people and property near the junction of the A379 and A3121, and Goutsford BR. Risk of flooding to the A379 and A3121.	Risk of flooding to a single property at Efford Ho. Risk of flooding to people and property at Clying Mill. Risk of flooding to people and property near the junction of the A379 and A3121, and Goutsford BR. Risk of flooding to the A379 and A3121.
Yealm Estuary, Newton Ferrers and Noss Mayo	• Two picturesque villages are situated along the banks of the River Yealm and Newton Creek. There is a mix of residential and tourist properties, with associated amenities such as a school. There are also camping and caravan sites. • Fishing and sailing are popular and there are a range of jetties, quays and piers present along the southern frontage of Newton Ferrers. • Small link roads run parallel to the banks of the Creek. • There is a broad range of river bank defences in and around Noss Mayo and Newton Ferrers to protect the roads and properties from fluvial/tidal erosion and flooding.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities.		Risk of flooding to people and properties along the water front at Newton Ferrers. Risk of flooding to industrial assets at Steer point. Risk of flooding to people and properties at Yealhampton and the village of Yealm. Hotel south of A379 near Brixton at risk from flooding. Risk of flooding to the A379 at Yealhampton and at Brixton	Increased risk of flooding to people and properties along the water front at Newton Ferrers. Risk of flooding to industrial assets at Steer point. Risk of flooding to people and properties at Yealhampton and the village of Yealm. Hotel south of A379 near Brixton at risk from flooding. Risk of flooding to the A379 at Yealhampton and	Increased risk of flooding to people and properties along the water front at Newton Ferrers. Risk of flooding to industrial assets at Steer point. Risk of flooding to people and properties at Yealhampton and the village of Yealm. Hotel south of A379 near Brixton at risk from flooding. Risk of flooding to the A379 at Yealhampton and at Brixton

BOLT HEAD TO WEMBURY POINT						
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	• Eelgrass bed in mouth of estuary, may migrate with sea level rise if allowed or be lost if too deep.			The school, camp and caravan sites are not at flood or erosion risk.	at Brixton The school, camp and caravan sites are not at flood or erosion risk.	The school, camp and caravan sites are not at flood or erosion risk.
Wembury	• A village located between the estuary of the Yealm and Plymouth Sound. The main village is situated inland and is therefore not at risk, but there is access to the beach, which is a key attraction, and associated tourist facilities at the coast. • There are sewerage works to the west, but these are set back from the coastal edge and therefore should not be at risk. • A sailing club operates from the beach and includes RSA.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities.		Limited impact on assets in the Wembury area. Sailing club at risk of flooding.	Limited impact on assets in the Wembury area. Sailing club at risk of flooding.	Limited impact on assets in the Wembury area. Sailing club at risk of flooding.
Tourist facilities	• The South West Coast Path runs along stretches of this frontage – but there is potential for this to be relocated. • There are numerous pocket beaches such as Mothecombe-Meadowsfoot and Coastguards Beach and Bantham Beach, with related access points and car park facilities. Access to the rocky shores tends to be limited due to the nature of this coastline. • Thurlestone Golf Club lies along the cliff top although the main amenity buildings lie further inland. The golf course itself has been experiencing significant levels of erosion over recent years. • There is a Marine Centre at Wembury.	• To avoid loss due to erosion of key community, recreational and amenity facilities. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.		Potential risk to the South West Coast Path from erosion.	Potential risk to the South West Coast Path from erosion. Net loss of golf course due to erosion. Potential loss of access to isolated coves and loss of parking/ tourist amenities.	Potential risk to the South West Coast Path from erosion. Net loss of golf course due to erosion. Potential loss of access to isolated coves and loss of parking/ tourist amenities.
Plymouth Sound and Estuaries SAC	• Designated for its sandbanks, estuaries, mudflats and sandflats, shallow inlets and bays, reefs, *Salicornia* and other annuals colonising mud and sand, Spartina swards and Atlantic salt meadows. • Also designated for the following species: *Petromyzon marinus, Lampetra fluviatilis, Alosa alosa, Alosa fallax, Tursiops truncates* and *Phocoena phocoena* (the latter two species are unlikely to be affected by management policy changes).	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.***		Potentially increase in intertidal habitats.	Potentially increase in intertidal habitats.	Potentially increase in intertidal habitats.

BOLT HEAD TO WEMBURY POINT						
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Blackstone Point SAC and SSSI (biological and geological)	• Designated for its vegetated sea cliffs of the Atlantic and Baltic coasts, and shore dock *Rumex rupestris,* which is currently in favourable condition. • The site lies on the cliff slopes and raised beach of overlain quaternary and periglacial deposits forming head, which provides the ideal habitat for the shore dock. The underlying geology of the site consists of slates from the Dartmouth Group of the Lower Devonian period.	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.*** • ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs.*** • ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Continuation of natural processes is key to the integrity of the SAC and SSSI, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SAC and SSSI, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SAC and SSSI, therefore NAI would continue to maintain these features.
Bolt Head to Bolt Tail SSSI (biological)	• This site is of high botanical value due to the presence of many rare or local flowering plants and lichens, and is also important for its invertebrate fauna and for breeding birds. • Many of the habitats are cliff top habitats supported by maritime grassland, maritime heath and scrub. • The exposed rocks support a wide variety of lichens and provide breeding grounds for birds.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		The net area of cliff top grassland, heathland and scrub habitats.	The net area of cliff top grassland, heathland and scrub habitats.	The net area of cliff top grassland, heathland and scrub habitats.
Wheal Emily SSSI (geological)	• A vein carrying antimony-lead mineralisation is associated with a north-west to south-east trending fault zone, which cuts strata of Lower Devonian age. The underground workings demonstrate the geological setting of the mineralisation and is currently in favourable condition.	• ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs.*** • ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Potential loss of part of mine tip	Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain these features.
Wembury Point SSSI (biological and geological)	• Extensive reefs of interest for their intertidal plant and animal communities together with coastal sand, shingle and steep slopes of sea-cliff grassland and mixed scrub. • Also of interest for the diversity of passage and wintering birds and for nesting species associated with the scrub; at least one nationally rare species of bird breeds on the site. The landform itself is also of interest, displaying a wave-cut platform, head terrace and degraded fossil cliffline.	• ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs.*** • ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain these features.
Erme Estuary, Yealm Estuary and South Milton Ley SSSIs (biological)	• Erme Estuary is a small secluded estuary, which contains estuarine, saltmarsh, freshwater and oak-hazel woodland habitats. It supports an important breeding bird community and provided feeding and roosting grounds for waterfowl on passage	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Potential loss of the net area of some features due to flooding: intertidal habitats and woodlands.	Potential loss of the net area of some features due to flooding: intertidal habitats and woodlands.	Potential loss of the net area of some features due to flooding: intertidal habitats and woodlands.

BOLT HEAD TO WEMBURY POINT						
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	and in winter. The estuary experiences erosion and collapse of river banks, which floods the fields in the valley. • Yealm Estuary provides an example of a ria, which shows a transition to estuarine conditions in its upper reaches. The inlet is steep sided and narrow with several tributaries. The Yealm is a 'typical' estuary and though vulnerable to extreme tides is normally free from fluvial flooding (but does experience some bank erosion). The significant sandbar at the entrance to the Yealm Estuary protects the river and its moorings – eelgrass bed there are potential managed realignment sites on the Yealm Estuary. • South Milton Ley is one of the best examples of freshwater reedbed in Devon and of particular importance for its breeding bird community and for the variety of birds using the site on passage.					
Wembury Voluntary Marine Conservation Area	• The adjacent coastal waters contain a wide variety of wildlife habitats that support a diversity of plant and animal species, many of which are only found in a few other parts of the country. Wembury is home to the bloody-eyed velvet swimming crab, the blenny and the bladder wrack.	• To avoid adverse impacts on, conserve and where practical, enhance the designated interest of the locally designated conservation sites.		Potential for the net loss of one or more features of the Marine Conservation area due to erosion.	Potential for the net loss of one or more features of the Marine Conservation area due to erosion.	Potential for the net loss of one or more features of the Marine Conservation area due to erosion.
South Devon Area of Outstanding Natural Beauty and Heritage Coast	• The area is designated for its rich landscape including its high coastal plateaux and rugged coastline, estuaries, distinctive river estuaries, coastal lowland, settlements and urban fringes. • The AONB aims to conserve the best qualities of the landscape by helping to guide and manage change. • Within this coastal section, the AONB Management Plan has a local action for Challaborough Beach to develop a local framework of guidelines for the future management of the site in response to erosion by the sea, pressure from traffic and visitors, poor site management and inappropriate past development. Subject to the outcome, prepare a costed programme of action and seek resources to implement it.	• ***To conserve and enhance AONBs*** and avoid conflict with AONB Management Plan or Heritage Coast Objectives		Change in landscape character of AONB. It is possible that NAI may conflict with some of the management objectives of the AONB Management Plan, particularly those relating to improvement works at Challaborough.	Change in landscape character of AONB It is possible that NAI may conflict with some of the management objectives of the AONB Management Plan, particularly those relating to improvement works at Challaborough.	Change in landscape character of AONB It is possible that NAI may conflict with some of the management objectives of the AONB Management Plan, particularly those relating to improvement works at Challaborough.
Historic Environment Assets	• Seven Scheduled Monuments lie within this stretch of coastline and include hill forts, a Roman settlement site and an anti-aircraft	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Grade 1, 2 and 3 listed buildings potentially at risk from flooding particularly in	Grade 1, 2 and 3 listed buildings potentially at risk from flooding	Grade 1, 2 and 3 listed buildings potentially at risk from flooding particularly in

BOLT HEAD TO WEMBURY POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	Gunsite; most of these are not at risk due to the resistant nature of this coastline. • Langdon Court Hotel and Flete Registered Parks and Gardens and two wreck sites (Erme Ingot and Erme Estuary) lie along this stretch of coastline.			Yealhampton and Newton Ferrers. Scheduled monuments at risk: - Iron Age fort (Oldaport camp) at risk of flooding. Register Parks and Gardens: - Langdon Court Hotel at risk of flooding - Flete at risk of flooding Erme Estuary and Erme Ingot protected wrecks at risk from erosion.	particularly in Yealhampton and Newton Ferrers. Scheduled monuments at risk: - Roman settlement at Bantham at risk from erosion - Iron Age fort (Oldaport camp) at risk of flooding. Register Parks and Gardens: - Langdon Court Hotel at risk of flooding - Flete at risk of flooding Erme Estuary and Erme Ingot protected wrecks at risk from erosion.	Yealhampton and Newton Ferrers. Scheduled monuments at risk: - Roman settlement at Bantham at risk from erosion - Iron Age fort (Oldaport camp) at risk of flooding. Register Parks and Gardens: - Langdon Court Hotel at risk of flooding - Flete at risk of flooding Erme Estuary and Erme Ingot protected wrecks at risk from erosion.
Agricultural Land	• Farmland stretches inland from the cliff top, therefore any erosion will affect net area. However, this is low-grade farmland (Grade 3 and below). • Much of the coastline is fringed by a broad band of rough scrub land, woodland or coastal heath and the actively farmed agricultural land, is mostly elevated and set back from the cliff edge	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Grade 3 , 4 and 5 Agricultural land at risk of flooding/ erosion.	Grade 3 , 4 and 5 Agricultural land at risk of flooding/ erosion.	Grade 3 , 4 and 5 Agricultural land at risk of flooding/ erosion.

WEMBURY POINT TO DEVIL'S POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Isolated properties, holiday developments and coastal hamlets	• There are various isolated properties, farmsteads and coastal hamlets, such as Heybrook Bay, at the top of the cliffs, either side of the Sound. • There are also holiday developments, such as at Crownhill Bay and Bovisand Bay; here the sandy beaches, and easy access to these, are the key attraction.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.	This stretch of coastline encompasses the large urban settlement of Plymouth. The coastline is characterised by cliffs of outstanding landscape and geological/ geomorphological value, therefore a key consideration will be the conservation of these features. There could be potential conflict between protecting urban areas, critical road infrastructure, the extremely high concentration of scheduled monuments and other historic assets, and areas of active/former landfill and potentially contaminated land from increasing rates of erosion/flooding while maintaining the geological exposures and allowing natural change.	Isolated properties at Wembury point at risk from erosion. Risk of erosion to people and properties at Bovisand Bay. Risk of erosion to people and properties at Staddon Point.	Isolated properties at Wembury point at risk from erosion. Risk of erosion to people and properties at Bovisand Bay. Risk of erosion to people and properties at Staddon Point.	Isolated properties at Wembury point at risk from erosion. Risk of erosion to people and properties at Bovisand Bay. Risk of erosion to people and properties at Staddon Point.
Plymouth	• City and major commercial centre located at the mouth of the River Plym, with dock facilities and marinas. It also supports a range of industries along the estuary banks. • Plymouth is also a popular location for visitors with a wide range of facilities and attractions, ferry traffic and excursions focused along the central section of coast. Plymouth is a cruise ship destination. • There are two key bridge crossings for the A379 and A38 at Laira Bridge (River Plym) and Tamar Bridge (Rover Tamar). • The fishing industry in Plymouth is nationally significant with the greatest weight of landings in Britain. • Refined petrol products terminal regionally significant. • Cremyll Ferry, believed to be operating since 1204 runs between Admirals Hard, Stonehouse and Cremyll.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained. • To ensure critical services remain operational. • To minimise the impact of policies on marine operations and activities.		People and properties at risk from flooding in Plymouth Dockyards, Cattedown, along the A347 adjacent to the River Plym, Industrial area near Crabtree and along the Plymouth Road in Plympton Large section of the A347 and A38 at risk of flooding.	People and properties at risk from flooding in Plymouth Dockyards, Cattedown, along the A347 adjacent to the River Plym, Industrial area near Crabtree and along the Plymouth Road in Plympton Large section of the A347 and A38 at risk of flooding.	People and properties at risk from flooding in Plymouth Dockyards, Cattedown, along the A347 adjacent to the River Plym, Industrial area near Crabtree and along the Plymouth Road in Plympton Large section of the A347 and A38 at risk of flooding.
Tourist Facilities	• There is a golf course at Straddon Heights, which is located on the cliff top but is unlikely to be affected by erosion. • The South West Coast Path runs along stretches of this frontage – but there is potential for this to be relocated. • Along the open coast either side of the Sound there is a number of small bathing beaches and associated access and car park facilities.	• To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities.		Minimal loss of tourist facilities in the short-term.	Risk of erosion and loss of net area of some tourist amenities. South West Coast Path at risk from erosion and potential loss.	Risk of erosion and loss of the net area of some tourist amenities. South West Coast Path at risk from erosion and potential loss.
Plymouth Sound and Estuaries SAC/Plymouth Sound Shores and Cliffs SSSI (biological)	• Designated for its sandbanks, estuaries, mudflats and sandflats, shallow inlets and bays, reefs, *Salicornia* and other annuals colonising mud and sand, Spartina swards and Atlantic salt meadows. • Also designated for the following species: *Petromyzon marinus, Lampetra fluviatilis,*	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.*** • ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally***		Potential for an increase in intertidal habitat (if not squeezed against hard structures).	Potential for an increase in intertidal habitat (if not squeezed against hard structures).	Potential for an increase in intertidal habitat (if not squeezed against hard structures).

WEMBURY POINT TO DEVIL'S POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	No Active Intervention Scenario		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	Alosa alosa, Alosa fallax, Tursiops truncates and *Phocoena phocoena.*	***designated conservation sites.***				
Wallsend Industrial Estate, Faraday Road, Lockridge Mine, Mount Rise, Rochmond Walk SSSIs (geological)	• Wallsend Industrial Estate is a disused quarry, which exposes a succession through the Devonian Plymouth Limestone, typically yielding a coral-stromatoporoid fauna of late Givetian age. • These geological features are not at flood-risk.	• ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs.*** • ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.
Wembury Point, and Western King SSSIs (biological and geological)	• Wembury Point comprises extensive reefs of interest for their intertidal plant and animal communities together with coastal sand, shingle and steep slopes of sea-cliff grassland and mixed scrub. Also of interest for the diversity of passage and wintering birds and for nesting species associated with the scrub; at least one nationally rare species of bird breeds on the site. The landform itself is also of interest, displaying a wave-cut platform, head terrace and degraded fossil cliffline. • The Western King SSSI is a complex series of Devonian limestones containing conodont microfossils and laminated sediment infilling solutional cavities.	• ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs.*** • ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.
South Devon Area of Outstanding Natural Beauty and Heritage Coasts	• The South Devon AONB is designated for its rich landscape including its high coastal plateaux and rugged coastline, estuaries, distinctive river estuaries, coastal lowland, settlements and urban fringes. • The AONBs aim to conserve the best qualities of the landscape by helping to guide and manage change.	• To avoid conflict with AONB Management Plan Objectives.		Change in landscape character of AONB	Change in landscape character of AONB	Change in landscape character of AONB
Historic Environment Assets	• Over 20 Scheduled Monuments lie within this stretch of coastline, • Registered Parks and Gardens and two wreck sites (Coronation Inshore and Cattewater) lie along this stretch of coastline.	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Grade 1, 2 and 3 listed buildings at risk from flooding or erosion, with the largest concentration in Plymouth. The following features are at risk of erosion or flooding within this coastal stretch: - Registered Parks and Gardens: - Saltram House at risk from flooding - Cotehele	Grade 1, 2 and 3 listed buildings at risk from flooding or erosion, with the largest concentration in Plymouth. The following features are at risk of erosion or flooding within this coastal stretch: - Registered Parks and Gardens: - Saltram House at risk from flooding - Cotehele	Grade 1, 2 and 3 listed buildings at risk from flooding or erosion, with the largest concentration in Plymouth. The following features are at risk of erosion or flooding within this coastal stretch: - Registered Parks and Gardens: - Saltram House at risk from flooding - Cotehele

WEMBURY POINT TO DEVIL'S POINT						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
				Scheduled Monuments including: - Bohetherick Lime Kiln With Adjacent Quay And Ancillary Buildings, 140m South East Of Cotehele Bridge at risk from flooding - Gawton Arsenic Mine And Flue at risk from flooding - Okeltor 19th Century Arsenic, Copper And Tin Mine at risk from flooding	Scheduled Monuments including: - Bohetherick Lime Kiln With Adjacent Quay And Ancillary Buildings, 140m South East Of Cotehele Bridge at risk from flooding - Gawton Arsenic Mine And Flue at risk from flooding - Okeltor 19th Century Arsenic, Copper And Tin Mine at risk from flooding	Scheduled Monuments including: - Bohetherick Lime Kiln With Adjacent Quay And Ancillary Buildings, 140m South East Of Cotehele Bridge at risk from flooding - Gawton Arsenic Mine And Flue at risk from flooding - Okeltor 19th Century Arsenic, Copper And Tin Mine at risk from flooding
Agricultural Land	• Farmland stretches inland from the cliff top, therefore any erosion will affect net area. However, this is low-grade farmland (Grade 3 and below).	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Grade 2, 3 and 4 agricultural land at risk from flooding or erosion.	Grade 2, 3 and 4 agricultural land at risk from flooding or erosion.	Grade 2, 3 and 4 agricultural land at risk from flooding or erosion.
Landfill sites	• 12 Historic landfill sites: Radford Quarry, Oreston, Laira Lipson Collage, School Playing Field Laira, Laira, Allotments Embankment Road, Embankment Road, Tothill Park Recreation Ground, Blagdons Shipyard, Cattledown Junction Playing Field, MacAdam Road, Cattledown Road, Severnside Waste Paper. • Disused workings/active landfill at Chelson Meadow An extensive area of disused workings including disused stone quarries bordering the River Plym. Some parts of this area are currently used for active land filling. The current state of the historic landfill sites (i.e. any details of remediation/removal etc) has not been considered at this strategic level.	• ***To prevent pollution from contaminated sources***		Floodplain falls on the edge of the active landfill site and is therefore likely to affect the workings in the short-term. All historic landfill sites are potentially at flood-risk.	Floodplain falls on the edge of the active landfill site and is therefore likely to affect the workings in the medium-term. All historic landfill sites are potentially at flood-risk.	Floodplain falls on the edge of the active landfill site and is therefore likely to affect the workings in the long-term. All historic landfill sites are potentially at flood-risk.

TAMAR ESTUARY						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Isolated properties, holiday developments and coastal hamlets	• There are various isolated properties, farmsteads and coastal hamlets, at the top of the cliffs, at the entrance to the Sound.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.	This stretch of coastline encompasses several large urban settlements including Saltash, Plymouth and Torpoint. The coastline is characterised by cliffs of outstanding landscape and geological/ geomorphological value, therefore a key consideration will be the conservation of these features. There could be potential conflict between protecting urban areas, critical road infrastructure, the extremely high concentration of scheduled monuments and other historic assets, and areas of active/former landfill and potentially contaminated land from increasing rates of erosion/flooding while maintaining the geological exposures and allowing natural change. There is a need to ensure that the preferred SMP policies are compatible with the objectives of the Cornwall and West Devon World Heritage Site Management Plan 2005 - 2010.	Isolated properties at risk from erosion	Isolated properties at risk from erosion	Isolated properties at risk from erosion
Plymouth	• City and major commercial centre located at the mouth of the River Plym, with dock facilities and marinas. It also supports a range of industries along the estuary banks. • Plymouth is also a popular location for visitors with a wide range of facilities and attractions, ferry traffic and excursions focused along the central section of coast. Plymouth is a cruise ship destination. • There are two key bridge crossings for the A379 and A38 at Laira Bridge (River Plym) and Tamar Bridge (Rover Tamar). • The fishing industry in Plymouth is nationally significant with the greatest weight of landings in Britain. • Refined petrol products terminal regionally significant. • Cremyll Ferry, believed to be operating since 1204 runs between Admirals Hard, Stonehouse and Cremyll.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained. • To ensure critical services remain operational. • To minimise the impact of policies on marine operations and activities.		People and properties at risk from flooding in Plymouth Dockyards, Cattedown, along the A347 adjacent to the River Plym, Industrial area near Crabtree and along the Plymouth Road in Plympton Large section of the A347 and A38 at risk of flooding.	People and properties at risk from flooding in Plymouth Dockyards, Cattedown, along the A347 adjacent to the River Plym, Industrial area near Crabtree and along the Plymouth Road in Plympton Large section of the A347 and A38 at risk of flooding.	People and properties at risk from flooding in Plymouth Dockyards, Cattedown, along the A347 adjacent to the River Plym, Industrial area near Crabtree and along the Plymouth Road in Plympton Large section of the A347 and A38 at risk of flooding.
Saltash	• Town on the River Tamar with a waterside frontage, shopping centre and good leisure facilities. • There is a ferry service from Saltash to Plymouth. • The Main Line railway runs close to the shoreline to the south of Saltash.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities.		Risk of flooding to people and properties around the Tamar Bridge and along the edge of the towns limits at Burraton Coombe. Risk of flooding to the A38 near the junction with New Road	Risk of flooding to people and properties around the Tamar Bridge and along the edge of the towns limits at Burraton Coombe. Risk of flooding to the A38 near the junction with New Road	Risk of flooding to people and properties around the Tamar Bridge and along the edge of the towns limits at Burraton Coombe. Risk of flooding to the A38 near the junction with New Road
Torpoint	• Situated on a peninsula across the River Tamar and linked to Plymouth by passenger and vehicle ferries.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property.		People and properties at risk from flooding around Millhouse park, Marina drive, and Gravesend	People and properties at risk from flooding around Millhouse park, Marina drive, and Gravesend	People and properties at risk from flooding around Millhouse park, Marina drive, and Gravesend

TAMAR ESTUARY						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
	• This town is not a holiday resort, but includes both residential and commercial properties. • There is a major depot site and jetty adjacent to the town.	• To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities. • To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. • To ensure critical road and rail linkages are maintained. • To minimise the impact of policies on marine operations and activities.		Gardens Ferry port and road linkages to it are also at risk of flooding.	Gardens Ferry port and road linkages to it are also at risk of flooding.	Gardens Ferry port and road linkages to it are also at risk of flooding.
Tourist Facilities	• The South West Coast Path runs along stretches of this frontage – but there is potential for this to be relocated. • Along the open coast either side of the Sound there is a number of small bathing beaches and associated access and car park facilities.	• To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities.		Minimal impact on tourist facilities in the short-term.	South West Coast Path at risk from erosion and potential loss.	South West Coast Path at risk from erosion and potential loss.
Cornwall and West Devon Mining Landscape World Heritage Site	• Status achieved through the recognition of Cornwall and West Devon's historic landscape and outstanding buildings associated with the copper and tin mining, and these counties contribution to the industrial revolution	• ***To avoid loss of scheduled and other internationally/ nationally important heritage assets and features.***		Risk of flooding to World Heritage Site Features adjacent to the River Tamar.	Risk of flooding to World Heritage Site Features adjacent to the River Tamar.	Risk of flooding to World Heritage Site Features adjacent to the River Tamar.
Tamar Estuaries Complex SPA and Tamar-Tavy Estuary SSSI (biological)	• SPA designated for its *Egretta garzetta* and *Recurvirostra avosetta.* • The Tamar-Tavy Estuary SSSI is a large marine inlet on the English Channel into which discharges a series of rivers. Internationally important wintering site for wildfowl and waders. • There is a proposed managed realignment site on the Tamar at Cotehele.	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.*** • ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Potential increase in extent of intertidal habitat on the broader lower reaches of the river due to increased flooding though potential erosion of intertidal habitat through scouring in some areas. Potential loss of some terrestrial or freshwater habitats.	Potential increase in extent of intertidal habitat on the broader lower reaches of the river due to increased flooding though potential erosion of intertidal habitat through scouring in some areas. Potential loss of some terrestrial or freshwater habitats.	Potential increase in extent of intertidal habitat on the broader lower reaches of the river due to increased flooding though potential erosion of intertidal habitat through scouring in some areas. Potential loss of some terrestrial or freshwater habitats.
Plymouth Sound and Estuaries SAC/Plymouth Sound Shores and Cliffs SSSI (biological)	• Designated for its sandbanks, estuaries, mudflats and sandflats, shallow inlets and bays, reefs, *Salicornia* and other annuals colonising mud and sand, Spartina swards and Atlantic salt meadows. • Also designated for the following species: *Petromyzon marinus, Lampetra fluviatilis, Alosa alosa, Alosa fallax, Tursiops truncates* and *Phocoena phocoena.*	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.*** • ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Potential increase in extent of intertidal habitat due to increased flooding though potential erosion of intertidal habitat through scouring in some areas. Potential loss of some terrestrial or freshwater habitats.	Potential increase in extent of intertidal habitat due to increased flooding though potential erosion of intertidal habitat through scouring in some areas. Potential loss of some terrestrial or freshwater habitats.	Potential increase in extent of intertidal habitat due to increased flooding though potential erosion of intertidal habitat through scouring in some areas. Potential loss of some terrestrial or freshwater habitats.

TAMAR ESTUARY						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
St John's Lake and Lynher Estuary, SSSIs (biological)	• St John's Lake comprises extensive mudflats and saltmarsh of importance for wintering wildfowl and waders. Underlying Devonian slates form fringing shingle beaches and shallow rock cliffs. • Lynher estuary forms part of a ria complex, which has developed saltmarsh and mudflats of importance for wintering wildfowl and waders. Transitional habitat from intertidal habitats to transitional marsh. Areas of extensive ancient woodland.	• ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Potential increase in extent of intertidal habitat due to increased flooding though potential erosion of intertidal habitat through scouring in some areas. Potential loss of some terrestrial or freshwater habitats.	Potential increase in extent of intertidal habitat due to increased flooding though potential erosion of intertidal habitat through scouring in some areas. Potential loss of some terrestrial or freshwater habitats.	Potential increase in extent of intertidal habitat due to increased flooding though potential erosion of intertidal habitat through scouring in some areas. Potential loss of some terrestrial or freshwater habitats.
South Devon/Cornwall and Tamar Valley Areas of Outstanding Natural Beauty and Heritage Coasts	• The South Devon AONB is designated for its rich landscape including its high coastal plateaux and rugged coastline, estuaries, distinctive river estuaries, coastal lowland, settlements and urban fringes. • The Cornwall AONB is designated for its coast, rugged moors, tranquil valleys and complex geology. • The Tamar Valley AONB is designated for its unspoilt drowned river valley system, steep gorges, meandering rivers, ancient woodlands and wetlands. • The AONBs aim to conserve the best qualities of the landscape by helping to guide and manage change.	• To avoid conflict with AONB Management Plan Objectives.		Change in landscape character of AONB	Change in landscape character of AONB	Change in landscape character of AONB
Historic Environment Assets	• Listed buildings, Scheduled Monuments and Registered Parks and Gardens lie within this estuary.	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Grade 1, 2 and 3 listed buildings at risk from flooding or erosion, with the largest concentration in Plymouth. Registered Parks and Gardens at flood-risk: - Antony pleasure grounds at risk from flooding - Cotehele Scheduled Monuments: - No 1 Basin And No 1 Dock, South Yard, Devonport Dockyard at risk of flooding - Slip No 1 (The Covered Slip), South Yard, Devonport	Grade 1, 2 and 3 listed buildings at risk from flooding or erosion, with the largest concentration in Plymouth. Registered Parks and Gardens at flood-risk: - Antony pleasure grounds at risk from flooding - Cotehele Scheduled Monuments: - No 1 Basin And No 1 Dock, South Yard, Devonport Dockyard at risk of flooding - Slip No 1 (The Covered Slip), South Yard,	Grade 1, 2 and 3 listed buildings at risk from flooding or erosion, with the largest concentration in Plymouth. Registered Parks and Gardens at flood-risk: - Antony pleasure grounds at risk from flooding - Cotehele Scheduled Monuments: - No 1 Basin And No 1 Dock, South Yard, Devonport Dockyard at risk of flooding - Slip No 1 (The Covered Slip), South Yard, Devonport

TAMAR ESTUARY						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
				Dockyard at risk from flooding - Bohetherick Lime Kiln With Adjacent Quay And Ancillary Buildings, 140m South East Of Cotehele Bridge at risk from flooding - Gawton Arsenic Mine And Flue at risk from flooding - Okeltor 19th Century Arsenic, Copper And Tin Mine at risk from flooding	Devonport Dockyard at risk from flooding - Bohetherick Lime Kiln With Adjacent Quay And Ancillary Buildings, 140m South East Of Cotehele Bridge at risk from flooding - Gawton Arsenic Mine And Flue at risk from flooding - Okeltor 19th Century Arsenic, Copper And Tin Mine at risk from flooding	Dockyard at risk from flooding - Bohetherick Lime Kiln With Adjacent Quay And Ancillary Buildings, 140m South East Of Cotehele Bridge at risk from flooding - Gawton Arsenic Mine And Flue at risk from flooding - Okeltor 19th Century Arsenic, Copper And Tin Mine at risk from flooding
Agricultural Land	• Farmland stretches inland from the cliff top, therefore any flooding will affect net area. However, this is low-grade farmland (Grade 3 and below).	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Grade 2, 3 and 4 agricultural land at risk from flooding.	Grade 2, 3 and 4 agricultural land at risk from flooding.	Grade 2, 3 and 4 agricultural land at risk from flooding.
Landfill sites	• 6 historic landfill sites: Stonehouse Lake, Stonehouse Playing Fields, Victoria Park, Antony Road car park, Southdown Quarry and Millpool. The current state of the historic landfill sites (i.e. any details of remediation/removal etc) has not been considered at this strategic level.	• ***To prevent pollution from contaminated sources***		All historic landfill sites are potentially at flood-risk.	All historic landfill sites are potentially at flood-risk.	All historic landfill sites are potentially at flood-risk.

MOUNT EDGCUMBE TO RAME HEAD						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Isolated properties, holiday developments and coastal hamlets	• There are various isolated properties, farmsteads and coastal hamlets • There are also holiday developments. • Picklecombe Fort has recently been converted to accommodation.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.	This stretch of coastline encompasses Mount Edgcumbe, Cawsand Bay and Kingsand. The coastline is characterised by cliffs of outstanding landscape and geological/ geomorphological value, therefore a key consideration will be the conservation of these features. There could be potential conflict between protecting urban areas, critical road infrastructure, the extremely high concentration of scheduled monuments and other historic assets, and areas of active/former landfill and potentially contaminated land from increasing rates of erosion/flooding while maintaining the geological exposures and allowing natural change.	Risk of erosion to people and properties.	Risk of erosion to people and properties.	Risk of erosion to people and properties.
Kingsand and Cawsand	• These are small pretty villages, with the sandy beaches being the main attraction for tourists. There are a number of properties along the back of the beach and promenade, although the main villages stretch inland onto higher ground. • There is a ferry crossing between Cawsand and Plymouth. • Fishing and sailing are popular from these resorts.	• To avoid loss of property due to erosion and/or manage risk of flooding to people and property. • To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities.		NAI may sustain features at Kingsand. People at properties at risk of erosion at Cawsand on sea front. Plymouth Ferry Dock facilities may be at risk from flooding.	People and properties at risk from erosion at Kingsand along sea front (Market Street and The Cleave) People at properties at risk of erosion at Cawsand on sea front. Plymouth Ferry Dock facilities may be at risk from flooding.	People and properties at risk from erosion at Kingsand along sea front (Market Street and The Cleave) People at properties at risk of erosion at Cawsand on sea front. Plymouth Ferry Dock facilities may be at risk from flooding.
Tourist Facilities	• Mount Edgcumbe Country Park is an important recreational resource and includes a small bathing beach. • The South West Coast Path runs along stretches of this frontage – but there is potential for this to be relocated. • Along the open coast to the west of the Sound there is a number of small bathing beaches and associated access and car park facilities.	• To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities.		NAI may sustain Mount Edgcumbe County Park.	Risk of erosion and loss of net area of the tourist amenity of Mount Edgcumbe Country Park South West Coast Path at risk from erosion and potentially loss particularly at Cawsand Bay.	Risk of erosion and loss of net area of the tourist amenity of Mount Edgcumbe Country Park South West Coast Path at risk from erosion and potentially loss particularly at Cawsand Bay.
Plymouth Sound and Estuaries SAC/Plymouth Sound Shores and Cliffs SSSI (biological)	• Designated for its sandbanks, estuaries, mudflats and sandflats, shallow inlets and bays, reefs, *Salicornia* and other annuals colonising mud and sand, Spartina swards and Atlantic salt meadows. • Also designated for the following species: *Petromyzon marinus, Lampetra fluviatilis, Alosa alosa, Alosa fallax, Tursiops truncates* and *Phocoena phocoena.*	• ***To maintain the integrity of internationally designated sites and the favourable condition of their interest features.*** • ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Potential increase in extent of intertidal habitat.	Potential increase in extent of intertidal habitat.	Potential increase in extent of intertidal habitat.
Kingsand to Sandway Point SSSI (geological)	• Kingsand to Sandway Point is of national importance for its geomorphology. The rock platform along the Kingsand beach section is the only exposure in south west England of an extrusive rhyolite flow of Permian age.	• ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs.*** • ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain this feature.	Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain this feature.	Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain this feature.

MOUNT EDGCUMBE TO RAME HEAD						
Location/ feature	**Key issues**	**Objectives that apply**	**Key Considerations**	**No Active Intervention Scenario**		
				Short Term (to 2025)	**Medium Term (to 2055)**	**Long Term (to 2105)**
Rame Head and Whitsand Bay SSSI (biological and geological)	• Rame Head and Whitsand Bay consists of coastal cliff habitats with the largest colony of shore dock in mainland Britain. The site also supports significant populations of other rare plant species. The Dartmouth Beds within Bull Cove contain a fossiliferous horizon, which has yielded important marine fossils. Whitsand Bay is one of a suite of south-west facing beaches on the English Channel coast backed by a cliff-line of Devonian grits and slates exhibiting a 'slope-over-wall' form and little affected by retreat.	• ***To allow natural processes and maintain visibility of geological exposures throughout geological SSSI.*** • ***To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites.***		Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain these features.	Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain these features.
Cornwall and Tamar Valley Areas of Outstanding Natural Beauty and Heritage Coasts	• The Cornwall AONB is designated for its coast, rugged moors, tranquil valleys and complex geology. • The Tamar Valley AONB is designated for its unspoilt drowned river valley system, steep gorges, meandering rivers, ancient woodlands and wetlands. • The AONBs aim to conserve the best qualities of the landscape by helping to guide and manage change.	• To avoid conflict with AONB Management Plan Objectives.		Change in landscape character of AONB	Change in landscape character of AONB	Change in landscape character of AONB
Historic Environment Assets	• Scheduled Monuments, Registered Parks and Gardens and listed buildings lie along this stretch of coastline.	• To avoid loss of scheduled and other nationally important cultural heritage sites.		Grade 1, 2 and 3 listed buildings at risk from flooding or erosion. Clusters of listed buildings also located in Kingsand and around the Mount Edgcumbe Country Park. Registered Parks and Gardens: - Mount Edgcumbe Country Park at risk from erosion. - Cotehele Scheduled Monuments: - Promontory Fort and St Michael's Chapel, Rame Head at risk of erosion - No 1 Basin And No 1 Dock, South Yard, Devonport Dockyard at risk of flooding - Slip No 1 (The Covered Slip),	Grade 1, 2 and 3 listed buildings at risk from flooding or erosion. Clusters of listed buildings also located in Kingsand and around the Mount Edgcumbe Country Park. Registered Parks and Gardens: - Mount Edgcumbe Country Park at risk from erosion. - Cotehele Scheduled Monuments: - Promontory Fort and St Michael's Chapel, Rame Head at risk of erosion - No 1 Basin And No 1 Dock, South Yard, Devonport Dockyard at risk	Grade 1, 2 and 3 listed buildings at risk from flooding or erosion. Clusters of listed buildings also located in Kingsand and around the Mount Edgcumbe Country Park. Registered Parks and Gardens: - Mount Edgcumbe Country Park at risk from erosion. - Cotehele Scheduled Monuments: - Promontory Fort and St Michael's Chapel, Rame Head at risk of erosion - No 1 Basin And No 1 Dock, South Yard, Devonport Dockyard at risk of flooding - Slip No 1 (The Covered Slip),

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				South Yard, Devonport Dockyard at risk from flooding - Bohetherick Lime Kiln With Adjacent Quay And Ancillary Buildings, 140m South East Of Cotehele Bridge at risk from flooding - Gawton Arsenic Mine And Flue at risk from flooding - Okeltor 19th Century Arsenic, Copper And Tin Mine at risk from flooding	of flooding - Slip No 1 (The Covered Slip), South Yard, Devonport Dockyard at risk from flooding - Bohetherick Lime Kiln With Adjacent Quay And Ancillary Buildings, 140m South East Of Cotehele Bridge at risk from flooding - Gawton Arsenic Mine And Flue at risk from flooding - Okeltor 19th Century Arsenic, Copper And Tin Mine at risk from flooding	South Yard, Devonport Dockyard at risk from flooding - Bohetherick Lime Kiln With Adjacent Quay And Ancillary Buildings, 140m South East Of Cotehele Bridge at risk from flooding - Gawton Arsenic Mine And Flue at risk from flooding - Okeltor 19th Century Arsenic, Copper And Tin Mine at risk from flooding
Agricultural Land	• Farmland stretches inland from the cliff top, therefore any erosion will affect net area. However, this is low-grade farmland (Grade 3 and below).	• To avoid loss due to erosion of and/or manage risk of flooding to agricultural land.		Grade 2, 3 and 4 agricultural land at risk from flooding or erosion.	Grade 2, 3 and 4 agricultural land at risk from flooding or erosion.	Grade 2, 3 and 4 agricultural land at risk from flooding or erosion.
Marine operations	• At Penlee Point lies Trinity House Fog Signal Station.	• To minimise the impact of policies on marine operations and activities.		Penlee Point Fog Signal Station at risk from erosion.	Penlee Point Fog Signal Station at risk from erosion	Penlee Point Fog Signal Station at risk from erosion