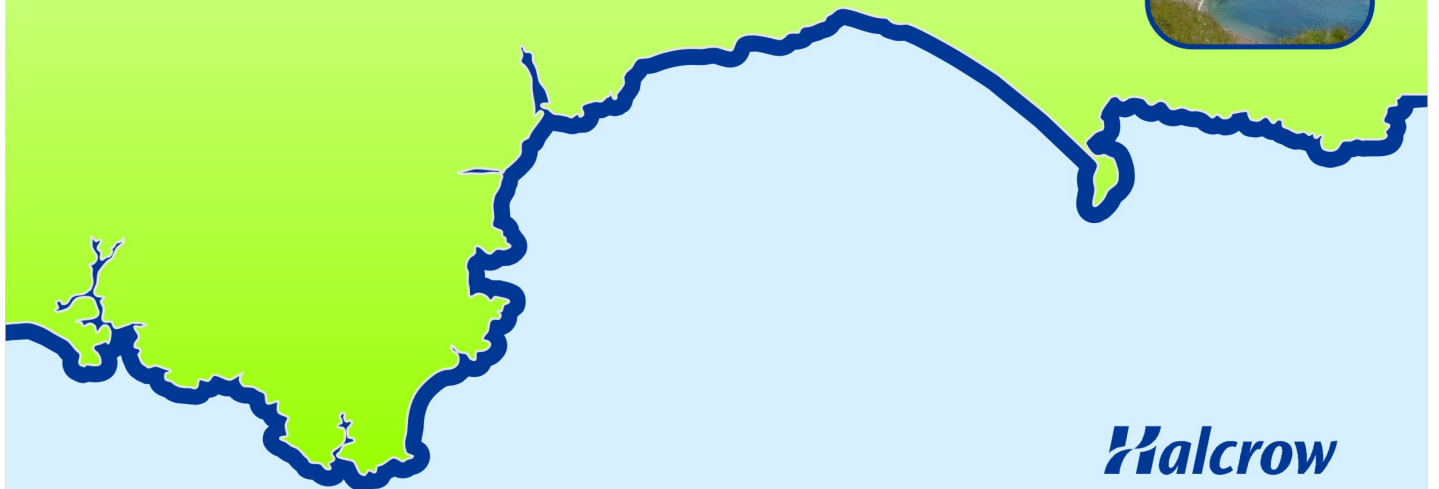


South Devon and Dorset Coastal
Advisory Group (SDADCAG)

Shoreline Management Plan SMP2
Durlston Head to Rame Head

Appendix F – Initial Policy Appraisal & Scenario Development



The Supporting Appendices

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

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

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

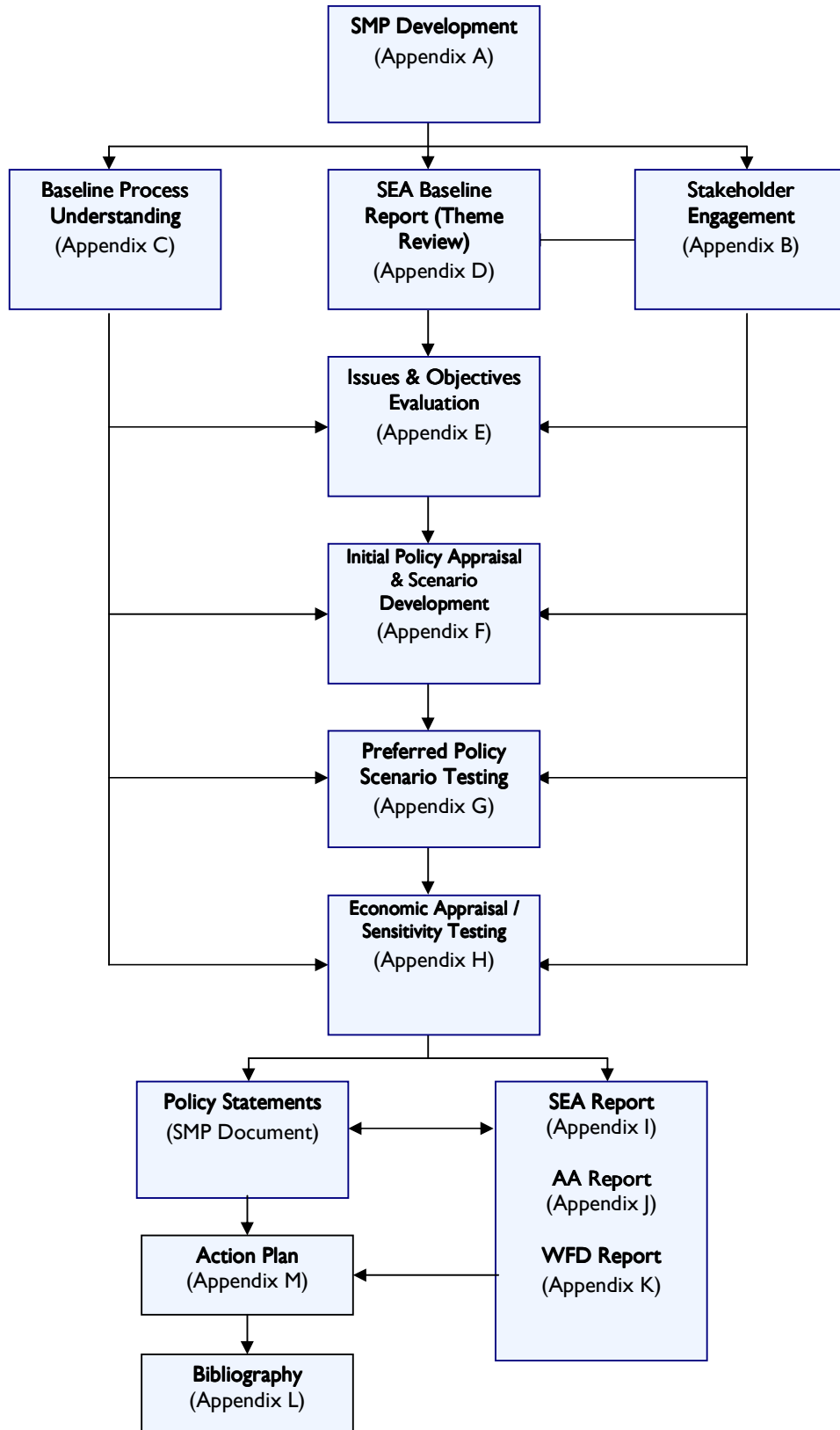


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F.1 Introduction

This Appendix presents the key steps undertaken in the development and identification of policies that have been taken forward for testing. The testing aims to assess the resultant impact on coastal change and coastal assets. This process allowed identification of preferred policies, which are presented in **Appendix G**.

It therefore includes the following:

- an explanation of how the policy options to test were developed;
- identification of the options that have been appraised (Annex F.1);
- the appraisal of these policy options in terms of potential impact on coastal evolution and behaviour (Annex F.2);
- the appraisal of these policy options in terms of potential impacts on the human and natural environment and appraisal of objectives, as set out in Appendix D (Annex F.3); and,
- a summary of the recommended preferred policies, based on these appraisals (Annex F.4).

F.2 Identification of policy options to test

F.2.1 Policies to consider

There are four shoreline management policies that need to be considered by the SMP; these are defined by the Defra SMP Guidance (2006) as follows:

- Hold the existing defence line by maintaining or changing the standard of protection (referred to as 'hold the line'). This policy covers those situations where work or operations are carried out in front of the existing defences (such as beach recharge), rebuilding the toe of a structure, building offshore breakwaters or other structures to improve or maintain the standard of protection provided by the existing defence line. This policy also includes operations to the back of existing defences (such as building secondary floodwalls) where they form an essential part of maintaining the current coastal defence system.
- Advance the existing defence line by building new defences on the seaward side of the original defences (referred to as 'advance the line'). This policy is limited to those policy units where significant land reclamation is considered.
- Managed realignment by allowing the shoreline to move backwards or forwards, with management to control or limit movement (such as reducing erosion or building new defences on the landward side of the original defences).
- No active intervention, where there is no investment in coastal defences or operations.

The SMP guidance requires that in determining the appropriateness of the SMP policies, the assessment needs to consider any changes over time at each location (i.e. through considering the three time periods (0 to 20 years, 20 to 50 years and 50 to 100 years) as well as to account for interactions between locations along the coast during any time period.

F.2.1 Development of policy options to test

The recommended approach (Defra Guidance, 2006) for the development of a sustainable final plan is the assessment of a combination of policies, or policy scenarios, rather than considering locations in isolation. A 'nested' approach has therefore been adopted, to enable local issues to be addressed in developing policy, whilst still ensuring that larger scale considerations are still accounted for. As part of this nested approach, the coast has been sub-divided into seventeen areas, for which 'strings' of policy options have been developed. At a more local scale, draft 'policy units' have been defined. These local scale divisions of the coastline should enable most effective management of the coast in the future and were therefore defined through considering a number of factors including: the character of the coast (both natural and human), coastal processes and operating authority boundaries.

Using the understanding gained from the two baseline scenarios of 'no active intervention' and 'with present management' (see **Appendix C**), a preliminary high level assessment of appropriate policies was undertaken. The assessment involved consultation with the Client Steering Group and stakeholders through Key Stakeholder events held in July 2008. The high level assessment of appropriate policies considered any key 'policy drivers' or controls, which could be the primary consideration in the setting of policies, such as critical infrastructure, key commercial centres and international habitat sites. A 'key policy driver' can be defined as a feature that has sufficient importance in terms of the benefits it provides that it potentially has an overriding influence upon policy selection at the wider SMP scale. This may be through either promoting a policy, or discarding a policy, for a particular location or locations. There are no specific criteria which define a key policy driver, rather it is dependant upon the specific nature of coastline and associated assets.

In some cases this high level assessment of appropriate policies allowed quite obvious policies to be derived. Elsewhere it was recognized that a number of policy options would need to be considered at the local level. Therefore, for those areas where no key policy driver was identified, a high level screening of the generic policy options was undertaken, considering potential impacts, technical feasibility and likely economic justification. As part of this process, the policy options were discussed with the CSG, Elected Members (at an Elected Members Forum in September 2008, and stakeholders (at a series of Key Stakeholder Events in November 2008). Further information on the consultation process is provided in **Appendix B**.

In consulting with the CSG, EMF and stakeholders, each group were asked to:

- Provide a practical vision for the coastline over the short (0-20 years), medium (20-50 years) and long term (50-100) years;
- Consider the relative importance of their issues against those of others; and,
- Where there might be a conflict of interest, consider possible areas for compromise or acceptable change, especially where the relative importance of a particular issue might alter over time.

Through this process, the policy options that needed to be considered further were identified, for each location. These options were then grouped together to create a policy 'scenarios' for each of the 17 policy scenario areas (a to q). These are presented in **Annex FI**.

In broad terms, Policy Scenario A represents a first approximation of appropriate policies, based upon current understanding of coastal dynamics and the key issues along this SMP coastline. Based upon feedback from key stakeholders and elected members, modifications have been made to appraise how varying policies could affect both the coastal evolution and the achievement of objectives. The modifications considered as part of Policy Scenario B consider a long term vision of a more naturally functioning coast, whilst the policies considered under Policy Scenario C assume that a primary driver in the future will be to protect most assets in the long term.

F.3 Appraisal of policy options

The appraisal of policy options has involved two key tasks:

- identification of potential impacts on shoreline interactions and future coastal evolution, which draws upon the baseline scenario assessments already undertaken; and,
- identification of potential impacts on the human and natural environment and appraisal of objectives defined earlier in the SMP process (see **Appendix D**).

Annex F.1 identifies the policy scenarios that have been considered, together with a brief justification of the policy decisions made. This text also states the broad assumptions made regarding the implementation of the policy options. This is necessary to inform the assessment of potential impacts, but does not remove the need for further more detailed study, which would be undertaken at a strategy stage.

F.3.1 Potential impacts on shoreline interactions and future coastal evolution

Annex F.2 presents the analysis of the potential impact of these policies on coastal evolution and therefore future flood and erosion risk. This analysis builds upon the understanding of coastal behaviour and potential evolution as discussed in **Appendix C: Baseline Process Understanding**. **Appendix C** provides further background information and the broad scale assumptions made in this SMP review, with regard to future coastal response. **Appendix C** also discusses assumptions made with regard to future climate change, including sea level rise.

Policy Scenario A is presented in full, followed by a discussion for each area, which identifies how modifications to the policies (considered as part of Policy Scenarios B and/or C) may have a different impact on the coastal dynamics and shoreline evolution.

F.3.2 Potential impacts on the human and natural environment

The potential impacts on the human and natural environment, including the possible benefits and opportunities arising from each policy option, together with an appraisal of whether objectives have been achieved, are discussed in **Annex F.3**. This uses the baseline information included in **Appendices D and E**.

No attempt has been made to weight or rank objectives, as previous experience on SMP2s has proven this technique to be biased towards certain policy drivers and often too subjective. Instead the focus has been on a more qualitative and flexible means of developing and appraising sustainable policy options against technical, economic, environmental and social factors. This approach is considered to be more appropriate when considering intangibles and areas where a single policy may have both positive and negative impacts.

As part of this approach stakeholders views have been collated, via a number of stakeholder events, and used in the development of the issues and objectives table, and the subsequent policy appraisal (**Appendix B** provides further details on the consultation carried out as part of the SMP development).

F.3.3 Consideration of estuaries

For the majority of estuaries within this SMP area, management policies have been developed as part of a Catchment Flood Management Plan (CFMP). In developing CFMPs a similar process to the SMP is followed, and policies have been developed through considering impact on both the evolution of the estuary and the resultant impacts on shoreline assets. Prior to the final release of the CFMP, policies have to be adopted by the Environment Agency and a consultation process is also undertaken. Therefore the principle for this SMP has been to adopt the existing CFMP policies unless there is sufficient evidence to reject the policy, such as where wave action is a key influence on change (as this is not considered in CFMPs).

In developing policy options for the SMP, the CFMP policies have been appraised at a high level. As the policies are not always directly comparable, broad assumptions have been made regarding the likely implementation of the CFMP and these are clearly stated in the policy appraisal tables below. In most instances the CFMP policies have been adopted by the SMP as the equivalent policy. Rather than considering the four Defra policies (see Section F2.1), the CFMPs consider six policy options. Table F.1 below states the CFMP policy options and the broad equivalent SMP policy related to each.

In general, the CFMPs for this area tend to set policies over much larger areas than considered by the SMP and it has not always been appropriate to set an SMP policy that is a direct equivalent of CFMP policy. There is therefore a number of areas where the CFMP policies are not thought to be appropriate for discrete lengths of estuary shoreline. In these places alternative SMP policies have been considered, following discussion with the relevant interest groups and CSG.

CFMP Policy Option	SMP Policy Option
P1 – No Active Intervention;	No Active Intervention
P2 – Reduce existing flood risk management actions;	No Active Intervention or Managed Realignment
P3 – Continue with existing or alternative actions;	Hold the Line or Managed Realignment
P4 – Take further action to sustain current level of flood risk in future;	Hold the Line
P5 – Take further action to reduce flood risk; and	Hold the Line
P6 – Take action to increase the frequency of flooding to bring benefits locally and elsewhere.	Managed Realignment

Table F.1 CFMP policy options and the equivalent SMP policy option.

F.4 Identification of Proposed Preferred Policies

Upon completion of the policy appraisals discussed in Section F.4.2 and F.4.3, a review was undertaken to determine which policy options and scenarios were the most appropriate for the sustainable long-term management of the coast. The review took account of the impacts upon coastal processes, the features, issues and objectives, as well as taking into account the views and comments provided by stakeholders throughout the SMP process. **Annex F.4** provides a concise summary of the proposed preferred policies identified from this process, drawing upon the policy appraisals that have been undertaken and including brief comment/justification as to why these have been selected as the proposed preferred policies.

A separate economic and sensitivity appraisal was then undertaken and this is presented in **Appendix H**.

The proposed preferred policy options were then first discussed with the South Devon and Dorset Coastal Advisory Group. An agreement was reached on a Preferred Policy Scenario for each SMP frontage to present in the draft SMP for public consultation. These preferred policies have subsequently been amended further to take account of the views received from the public consultation. The preferred policy and a record of changes made are presented in **Appendix G**.

Annex F.1 – Initial Policy Options to Test

The following table provides a summary of the policy options that have been identified at each location for further appraisal. Further details on the assumptions made regarding these policy options, including potential implementation, are included in the appraisal tables that follow. For this summary the relevant Defra policy option has simply been identified (see Section F2.1 for further explanation of the policy options):

- NAI = No Active Intervention);
- HTL = Hold the (existing defence) Line;
- ATL = Advance the (existing defence) Line; and
- MR = Managed realignment.

The tables show the policy options assumed for each scenario, A, B and C. Where the policy at a location changes between the scenarios it is highlighted in **yellow**.

As stated above (see Section F3.3), CFMP policies have already been adopted for many of the estuaries within this SMP. In many instances, these policies have been used in the SMP and within this table are highlighted in **blue** text. Where policies differ from the CFMP, black text is used.

For information purposes, the table also states the policy defined by the first Shoreline Management Plan.

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
POLICY SCENARIO AREA: DURLSTON HEAD TO WHITE NOTHE											
Durlston Head to St Alban's Head	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	<p>This is a largely undefended section with only small localised defences at Kimmeridge Bay and Lulworth Cove.</p> <p>A key policy driver is to conserve the natural landscape and geological value of this coastline, with minimal interference. Scenario A assumes that no new defences are built and that the existing short stretches of defences are allowed to deteriorate and fail.</p> <p>It is, however, recognised that Kimmeridge Bay and Lulworth Cove are important tourist destinations. There are also archaeological sites potentially at risk at Kimmeridge and West Lulworth. Although maintenance of the existing defence structures is unlikely to attract public funds, it is possible that landowners may wish to privately maintain defences. Therefore two further policies options have been considered: Scenario B considers the possible realignment of defences, at both Kimmeridge and Lulworth, as the shoreline on either side recedes, whilst Scenario C considers the continued maintenance and possible rebuilt of defences along their existing alignment.</p> <p>Although the defences are unlikely to be having a significant impact on coastal processes in their current alignment, the construction of new defences in an advanced position has been considered inappropriate due to the landscape and geological importance of this coastline.</p>
St Alban's Head to Kimmeridge Bay	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Kimmeridge Bay (defended length)	<i>Do Nothing; Retreat</i>	NAI	NAI	NAI	MR	MR	MR	HTL	HTL	HTL	
Kimmeridge Bay (undefended) to Worbarrow Tout	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Worbarrow Tout to Lulworth Cove (East)	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Lulworth Cove (undefended)	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Lulworth Cove (defended length)	<i>Retreat</i>	NAI	NAI	NAI	MR	MR	MR	HTL	HTL	HTL	
Lulworth Cove (West) to White Nothe	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	

Draft Policy Unit	SMP1 Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
POLICY SCENARIO AREA: WHITE NOTHE TO REDCLIFF POINT											
White Nothe to Ringstead Bay (defended length east)	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	<p>This is a largely natural coastline, renowned for its geology and landscape value. A key policy driver is therefore to allow natural coastal processes to continue, with minimal interference.</p> <p>There are, however, currently defences protecting the small resort of Ringstead Bay; these were constructed in the mid-1990s and have an anticipated 50-year design life. In the medium and long term it is likely that these defences will become increasingly difficult to maintain in their current position, due to the risk of outflanking as the undefended cliffs to either side continue to erode. Therefore, in Scenario A it has been assumed that defences will be maintained for as long as possible, to allow any exit strategies to be developed, but that they would not be replaced once their reach the end of their effective life.</p> <p>Two further options have also been explored: Scenario B - allowing the defences to deteriorate and fail immediately; Scenario C - continue to maintain defences into the long term (although this may require private funding).</p> <p>Given the current risk of outflanking and the landscape value of this frontage, the construction of new defences in advance of the current ones has been considered inappropriate and has therefore not been tested.</p>
Ringstead Bay (defended length)	<i>Hold</i>	HTL	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL	
Ringstead Bay (defended length west) to Redcliff Point	<i>Do Nothing; Retreat (at Osmington)</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
POLICY SCENARIO AREA: REDCLIFF POINT TO PORTLAND BILL											

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Redcliff Point to Bowleaze Cove (Gabions)	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	<p>This area has been considered as a whole system due to both sediment linkages and the influence of Portland Harbour breakwaters. The key settlement along this coast is Weymouth (encompassing Preston Beach), which is both an important tourist destination and commercial centre. This frontage is currently defended and a key policy driver is to continue to protect the assets along the Weymouth frontage. However, although the area to the north of Weymouth Harbour is excluded from the nature designations, the section of Weymouth that lies within Portland Harbour sits within the Portland Harbour Shore SSSI therefore this could be an area of conflict.</p> <p>This shoreline also includes the east side of Portland and along this frontage there is 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. Retention of the key access route to Portland is a key policy driver along this frontage. Although there are areas of undefended frontage much of this coastline is currently defended. Scenario A considers the impact of continuing to hold existing defences, and therefore maintaining protection to Portland and Weymouth, whilst allowing undefended stretches to continue to evolve naturally. Along the north-west shore of Portland Harbour, it is unlikely that in the long-term it</p>
Bowleaze Cove (Gabions) to Furzy Cliff	<i>Retreat</i>	HTL	HTL	HTL	HTL	MR	MR	HTL	HTL	HTL	
Furzy Cliff	<i>Retreat</i>	NAI	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL	
Furzy Cliff to Preston Beach (Rock Groyne)	<i>Hold</i>	HTL	HTL	HTL	HTL	MR	HTL	HTL	HTL	HTL	

Draft Policy Unit	SMP1 Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Preston Beach (Rock Groyne) to Weymouth (Stone Pier) (includes Weymouth Harbour)	Hold	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	<p>will be technically, environmentally or economically viable to provide defences along any part of this section of coast. However, there is a need to provide space and time in which assets on top of the cliff could be moved away from the risk area, probably by introducing temporary stabilisation measures. Therefore Scenario A considers the potential for MR along this frontage.</p> <p>Scenario B has looked at where measures may be implemented to work more in line with natural processes. Under this scenario, the potential for MR at both Bowleaze Cove and Furzy Cliff to Preston Beach (Rock Groyne) has been considered, as here there may be issues in the future due to outflanking of defences and there may also be environmental benefits. A set back defence line could therefore be more sustainable and also improve beach facilities along this frontage; which is a key tourism asset. There is more space to adapt landwards at Preston Beach than at Bowleaze Cove. At Bowleaze realignment could increase exposure of the Greenhill area of Weymouth which would require more armouring.</p> <p>The impact of NAI along the Portland Harbour (North Breakwater) to Small Mouth frontage has also been considered. Elsewhere, policies remain the same as for Scenario A, due to the key policy drivers of continuing to protect Weymouth and Portland Harbour.</p>
Weymouth (Stone Pier) to Portland Harbour (North Breakwater)	Hold	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	
Portland Harbour (North Breakwater) to Small Mouth	Retreat	MR	MR	MR	NAI	NAI	NAI	HTL	HTL	HTL	
Small Mouth to Osprey Quay (Portland Harbour)	Hold	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Osprey Quay (Portland Harbour) to Grove Point	<i>Hold; Retreat (towards Grove Point)</i>	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	Under Scenario C, the impact of continuing to maintain all defences has been continued. With HTL considered at Furzy Cliff and Portland Harbour (North Breakwater) to Small Mouth. This would ensure protection to cliff top assets at these locations, but could be detrimental to the environmental designations along these frontages. <i>Note: The future management of Portland Harbour breakwaters is not considered by the SMP. However, they do have a key influence on this shoreline, although if they were allowed to fail it is likely that they would continue to have an effect for some time. The sensitivity of the policies to any change in the breakwaters has, however, been considered.</i>
Grove Point to Portland Bill	<i>Do Nothing; Retreat (at Church Ope Cove)</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
POLICY SCENARIO AREA: PORTLAND BILL TO THORNCOMBE BEACON											
Portland Bill to West Weare	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	This area encompasses the world-renowned feature of Chesil Beach, which is of significant value in terms of its landscape, geology and the habitats it supports. Therefore, a key policy driver is to allow this feature to evolve as naturally as possible, whilst recognising the need to manage the risk to the coastal developments at Chiswell, Burton Bradstock, Freshwater Beach and West Bay. At the western end of this frontage, at Chiswell, there are key commercial assets located and protection of these is considered a key policy driver over the next century. As a result a hold the line policy has been set for this location. Similarly, at West Bay only Hold the Line has been considered. This area is considered a significant commercial area, which provides benefits to a much larger area.
Chiswell to Chesil Beach (Northern end of Osprey Quay)	<i>Selectively Hold The Line</i>	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	
Chesil Beach (Northern end of Osprey Quay) and The Fleet	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Abbotsbury to Cogden Beach	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Cogden Beach to Hive Beach (Burton Bradstock)	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	<p>Defences here have also only recently been upgraded with a 100-year design life. Scenario A considers the impacts of allowing the currently undefended sections of coast to evolve naturally. Under this scenario, it is assumed that defences at Hive Beach would be maintained for as long as possible, but that in the long term construction of new defences would be unlikely to attract public funds. At Freshwater Beach, the possibility of managed realignment has been considered, as it may become unsustainable technically and economically to hold defences in their current location. Set back defences could allow a more stable beach to form and therefore be more sustainable in the long term.</p> <p>Scenario B has considered opportunities to work more in line with natural processes. At Hive Beach, no active intervention has been considered, particularly as here public funds may not be available to maintain the current defences. At Freshwater Beach, the possibility of managed realignment in the short, rather than medium, term has been investigated. At West Bay (Eastern side), the possibility for managed realignment in the long term has also been considered under this scenario.</p> <p>Finally, Scenario C has considered the possibility for further investment in existing defences – which may come from private funds. Therefore, this scenario considers the impact of continuing to hold the line, into the long term, at Freshwater Beach and Hive Beach.</p> <p>An Advance the Line policy is not considered appropriate along this frontage due to both the along shore sediment linkages and the important landscape and geological value of this</p>
Hive Beach (Burton Bradstock)	<i>Do Nothing</i>	HTL	HTL	NAI	NAI	NAI	NAI	HTL	HTL	HTL	
Burton Cliff	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Freshwater Beach	<i>Do Nothing</i>	HTL	MR	HTL	MR	NAI	NAI	HTL	HTL	HTL	
East Cliff (West Bay)	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
West Bay (East Beach to eastern pier)	<i>Hold The Line</i>	HTL	HTL	HTL	HTL	HTL	MR	HTL	HTL	HTL	
West Bay (from eastern pier) to West Cliff (East) (includes West Bay Harbour)	<i>Hold The Line</i>	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	
West Cliff (East) to Thorncombe Beacon	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	

Draft Policy Unit	SMP1 Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
											coastline.
POLICY SCENARIO AREA: THORNCOMBE BEACON TO BEER HEAD											
Thorncombe Beacon to Seatown (East)	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	<p>This section is largely undefended and consists of active complex landslide formations. The cliffs are of international importance for their geology and habitats they support. A key policy driver is therefore to allow the coast to evolve as naturally as possible, whilst recognising the need to manage risks to coastal settlements, namely Seatown, Charmouth, Lyme Regis, Seaton and Beer. Therefore, the policy along much of this coast is No Active Intervention for all three scenarios considered.</p> <p>At Seatown, the defences are likely to become outflanked in the medium term, as they are already beginning to fail and have had to be extended and repaired recently 15 years after they were constructed as part of a scheme with a 50-year design life. Although public funds have been granted in the past for defence works, it is unlikely that they will be in the future. Therefore, in Scenario A, it is assumed that defences would continue to be held in the short term, whilst exit strategies are developed and relocation options considered, but would not be maintained beyond the short term. Scenario B looks at the possibility of allowing the defences to fail in the short term, whilst Scenario C considers the possibility of holding the existing defence line into the long term, which is likely to rely on private funds being</p>
Seatown	<i>Selectively Hold The Line</i>	HTL	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL	
Seatown (West) to Golden Cap	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Golden Cap to Charmouth (East)	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Charmouth	<i>Selectively Hold The Line</i>	HTL	HTL	MR	HTL	MR	MR	HTL	HTL	HTL	
Charmouth (West) to East Cliff (Lyme Regis)	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
East Cliff (Lyme Regis) to Broad Ledge (Lyme Regis)	<i>Hold The Line</i>	HTL	HTL	MR	HTL	MR	NAI	HTL	HTL	HTL	

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Broad Ledge (Lyme Regis) to The Cobb (Lyme Regis)	<i>Hold The Line</i>	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	<p>available. Advance the line is not considered an appropriate option for this location, given the unstable nature of the cliffs and the important landscape and nature conservation value of this coastline.</p> <p>Although the tourism and commercial value of assets at Lyme Regis mean that a key policy driver along the main frontage is to continue to protect these assets, along the eastern and western extremities of Lyme Regis, cliff erosion of undefended cliffs on either side will mean an increased outflanking risk. Continuing to protect these areas will become technically more difficult and expensive, therefore managed retreat of cliff top assets may be a more sustainable long term option. Scenario A considers this possibility in the long term, whilst Scenario B considers MR earlier, in the medium term. Finally, Scenario C looks at a long term policy of Hold the Line, as there could be some benefit to the main frontage of Lyme Regis.</p> <p>A similar approach has been taken at Charmouth, where three options have also been considered.</p> <p>For the Axe Estuary, the CFMP policies have been considered appropriate for much of the estuary. The main exception is along the eastern side of the estuary from the mouth to Axmouth; here the CFMP policy is to 'increase the frequency of flooding'. This is considered inappropriate as it would suggest realignment, but this is not viable along this stretch as it is backed by steeply rising ground and would also impact on an important local highway and affect navigation.</p> <p>The coastal town of Seaton is currently protected by a range of defences; seawalls to</p>
The Cobb (Lyme Regis) to Seven Rock Point (defended length)	<i>Do Nothing</i>	HTL	HTL	MR	HTL	MR	HTL	HTL	HTL	HTL	
The Cobb (Lyme Regis) to Seven Rock Point (undefended)	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Seven Rock Point to Haven Cliff (West)	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Axe Estuary (Mouth Breakwater to Axmouth North)	<i>N/A</i>	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	
Axe Estuary (Axmouth North to Seaton North)	<i>N/A</i>	MR	MR	MR	MR	MR	MR	MR	MR	MR	
Axe Estuary (Seaton East)	<i>N/A</i>	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	
Axe Estuary (Spit)	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Axe Estuary (Spit) to Seaton (West)	<i>Selectively Hold The Line</i>	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Seaton (West) to Seaton Hole	<i>Selectively Hold The Line</i>	MR	MR	MR	MR	NAI	NAI	HTL	HTL	HTL	<p>the east, which protect low-lying land from flooding and revetment to the west. The majority of the town is protected by the seawalls and continued protection of the main town frontage is considered a key policy driver over the next century. Along the western frontage, retention of these revetments would protect cliff top assets, but result in loss of beach, which will in turn affect the long-term sustainability of the defences. There may also be some benefit of allowing the cliffs to erode, which will release sediment as well as increase exposure of geological assets. Three options have therefore been considered for this stretch: scenario A assumes that the cliffs are allowed to erode, but with some management possible to slow the rate of recession. Scenario B assumes that no further management measures are undertaken beyond the short term, whilst Scenario C looks at the possibility of holding defences along this frontage, assuming funds are available.</p> <p>At Beer, there is only a short length of coastal defence and limited assets at risk, as much of the town is located on high land, set back from the coast. It is unlikely that the defences would attract public funding, but the possibility of continuing to maintain the defences, through alternative funding, has been considered in Scenario C.</p>
Seaton Hole to Beer	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Beer	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL	
Beer to Beer Head	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
POLICY SCENARIO AREA: BEER HEAD TO OTTERTON LEDGE											
Beer Head to Salcombe Hill	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI				<p>This section is largely undefended and natural functioning; therefore along the majority of this frontage the key policy driver is to allow natural evolution to continue. A policy of no active intervention is therefore the preferred</p>
River Sid	<i>Hold The Line</i>	HTL	HTL	HTL	HTL	MR	MR				

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Sidmouth	<i>Hold The Line</i>	HTL	HTL	HTL	HTL	HTL	HTL				option along much of the shoreline. Sidmouth is a key tourist destination and commercial centre and therefore a key policy driver is to continue to protect this frontage. However, defences may become outflanked by erosion of cliffs to the east and there may be benefits of providing management of the coast to reduce the rate of erosion. Therefore, under Scenario B the possibility of MR along the River Sid frontage has been considered.
Chit Rocks to Big Picket Rock	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI				
Big Picket Rock to Otterton Ledge	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI				
POLICY SCENARIO AREA: OTTERTON LEDGE TO STRAIGHT POINT											
Otter Estuary (Otterton Ledge to Budleigh Salterton East)	<i>N/A</i>	MR	MR	MR							The cobble beach and red sandstone cliffs around Budleigh Salterton are major landscape and geological features and their conservation is of international importance; the cliffs are also a contributor of beach material. The Otter Estuary is also a nationally designated feature. A key policy driver is therefore to allow the currently undefended frontage to evolve as naturally as possible with minimal interference. Budleigh Salterton is, however, a sizeable settlement and tourist resort and the main link road runs along the seafront. A key policy driver here to continue to protect this frontage. The CFMP policy for the Otter Estuary to increase the frequency of flooding has been considered appropriate and adopted for this SMP as there is potential for managed realignment to occur within the estuary.
Otter Estuary (Spit)	<i>Do Nothing</i>	NAI	NAI	NAI							
Budleigh Salterton (East) to Budleigh Salterton (West)	<i>Selectively Hold The Line</i>	HTL	HTL	HTL							
Budleigh Salterton (West) to Straight Point	<i>Do Nothing</i>	NAI	NAI	NAI							
POLICY SCENARIO AREA: STRAIGHT POINT TO HOLCOMBE											
Straight Point to Orombe Rocks	<i>Do Nothing</i>	NAI	NAI	NAI				NAI	NAI	NAI	This area encompasses the major estuary

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Orcombe Rocks to Maer Rocks	Selectively Hold The Line	HTL	HTL	HTL				HTL	HTL	HTL	<p>complex of the Exe Estuary, as well as the large urban and commercial centre of Exmouth and the resort of Dawlish.</p> <p>The coastline is characterised by cliffs of outstanding landscape and geological value, therefore a key consideration will be the conservation of this asset, through allowing coastal processes to continue, with minimal interference. However, much of the coastline and Exe Estuary shoreline is developed and a major railway line runs along the coast south of Dawlish.</p> <p>Whilst Scenario C assumes maximum investment in defences and therefore continuation of hold the line along much of the coastline, Scenario A has considered areas where there opportunity for more sustainable management to be undertaken. MR has therefore been considered at The Maer, within the Lower Clyst, between Turf Lock to Powderham within the Exe Estuary, and along the central and eastern ends of Dawlish Warren.</p> <p>Policies for the Exe Estuary (Straight Point to Langstone Rock) have been taken from the Exe Estuary Coastal Management Study, which has undertaken a more extensive assessment.</p> <p><i>Note: policies along the Dawlish frontage south-west of Langstone Rock are dependent upon the future of the entire railway network, which is the key policy driver for this stretch as there are no current plans to move this route inland. It is unlikely that, even if the railway were to be re-routed inland, anything other</i></p>
The Maer	Selectively Hold The Line	HTL	MR	MR				HTL	HTL	HTL	
Octagon to Exmouth slipway	Selectively Hold The Line	HTL	HTL	HTL				HTL	HTL	HTL	
Exmouth Spit	Selectively Hold The Line	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - Exmouth (west)	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - Exmouth (west) to Lympstone	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - Lympstone	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - Nutwell Park	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - Lympstone Commando	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - Exton	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - Exton to Lower Clyst	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - Clyst Bridge to Railway	N/A	MR	MR	MR				MR	MR	MR	
Exe Estuary - Topsham	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - M5 (east) to St James' Weir	N/A	HTL	HTL	HTL				HTL	HTL	HTL	

Draft Policy Unit	SMP1 Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Exe Estuary - Topsham Sludge beds	N/A	HTL	HTL	HTL				HTL	HTL	HTL	than HTL would be appropriate, as protection would still be afforded to the extensively developed town of Dawlish, which is also an important tourism destination with economic significance for the wider area. Any future decision to move to an inland route would be taken by the Department for Transport, not Network Rail.
Exe Estuary - St James' Weir to M5 (west)	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - M5 (west) to Turf Lock	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - Turf Lock to Powderham	N/A	HTL	MR	MR				HTL	HTL	HTL	
Exe Estuary - Powderham (south)	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - Starcross	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - Cockwood	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Exe Estuary - Cockwood to The Warren	N/A	HTL	HTL	HTL				HTL	HTL	HTL	
Dawlish Warren (East - distal end)	Selectively Hold The Line	HTL	MR	MR				HTL	HTL	HTL	
Dawlish Warren (Central - gabion defences)	Selectively Hold The Line	HTL	MR	MR				HTL	HTL	HTL	
Dawlish Warren (West - hard defences)	Selectively Hold The Line	HTL	HTL	HTL				HTL	HTL	HTL	
Langstone Rock to Coryton Cove	Selectively Hold The Line	HTL	HTL	HTL				HTL	HTL	HTL	
Coryton Cove to Holcombe	Selectively Hold The Line	HTL	HTL	HTL				HTL	HTL	HTL	
POLICY SCENARIO AREA: HOLCOMBE TO HOPE'S NOSE											

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Holcombe to Sprey Point	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	<p>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. A railway line also runs along the coast between Holcombe and Teignmouth. As well as being considered critical infrastructure, the railway also has historical significance. There are no current plans to relocate the railway; therefore, it is considered a key policy driver.</p> <p>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.</p> <p>The area is bisected by the Teign Estuary. The railway line runs along the northern bank of the estuary and there are a number of settlements strung out along its banks. For much of the estuary the CFMP policies 'to take further action to reduce flood risk' are considered appropriate. However, additional scenarios have been considered between: Passage House Hotel and Kingsteignton Road Bridge, and Newton Abbot to Shaldon; where potential opportunities have been identified, albeit in keeping with the spirit of the CFMP policy.</p> <p>To the south of the Teign Estuary, much of the coastline is currently undefended and few assets are at risk. There are, however, defences at Maidencombe, Watcombe and Anstey's Cove. The resistant nature of this cliffed shoreline and the poor sediment connectivity means that these defences are unlikely to be having a significant impact on coastal evolution, but it is unlikely that</p>
Sprey Point	Selectively Hold The Line	HTL	HTL	HTL	MR	HTL	HTL	HTL	HTL	HTL	
Sprey Point to Teignmouth Pier	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	
Teignmouth Pier to The Point	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	
Teign Estuary - The Point to Teignmouth and Shaldon Bridge	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	
Teign Estuary - North Shore (Teignmouth and Shaldon Bridge to Passage House Hotel)	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	
Teign Estuary - Passage House Hotel to Kingsteignton Road Bridge	Selectively Hold The Line	HTL	HTL	HTL	HTL	MR	MR	HTL	HTL	HTL	
Teign Estuary - Kingsteignton and Newton Abbot	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	
Teign Estuary - South Shore (Newton Abbot to Shaldon)	Selectively Hold The Line	HTL	HTL	HTL	NAI	NAI	NAI	HTL	HTL	HTL	
Teign Estuary - Shaldon	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
	<i>Line</i>										<p>continued defence provision would attract public funds. Under Scenario C the potential impact of continuing to hold defences along these frontage has, however, been considered, as landowners could wish to privately fund defences. It is not, however, considered appropriate for new defences to be built in advance of the existing ones, due to the landscape and natural conservation value of this shoreline, therefore ATL has not been considered.</p> <p><i>Note: Between Holcombe and Teignmouth the policies are dependent upon the future of the entire railway network, which is the key policy driver for this stretch. If the railway was not present then continued defence along all of this stretch would likely not be viable, with only defences that protect the urban area of the town of Teignmouth likely to be justified under a policy of HTL. The rest of the frontage would probably change to a policy of NAI if the railway were to be moved inland. There are however, no plans to provide an inland route and Network Rail's remit is to maintain the railway where it currently exists. Any future decision to move to an inland route would be taken by the Department for Transport, not Network Rail.</i></p>
Shaldon (The Ness) to Maidencombe (North)	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Maidencombe	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL	
Maidencombe (South) to Watcombe Head	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Watcombe	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL	
Watcombe to Petit Tor Point	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Petit Tor Point to Walls Hill	<i>Selectively Hold The Line</i>	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	
Walls Hill	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Anstey's Cove	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL	
Anstey's Cove to Hope's Nose	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
POLICY SCENARIO AREA: HOPE'S NOSE TO BERRY HEAD (TOR BAY)											
Hope's Nose to Meadfoot Beach (East)	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI				This is a heavily populated and developed area of coastline which encompasses the Torbay district. This stretch is of significant tourism value, therefore a key policy driver is to

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Meadfoot Beach	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL				<p>continue to preserve this function and protect the relevant assets. Much of the coast is already defended, and for much of the coast there would be little benefit from allowing these defences to fail, therefore under scenario A it is assumed that these defences would be maintained.</p> <p>The sandy beaches which front these resorts are, however, 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. Therefore under Scenario B, areas where there could be potential opportunities to enhance both the beach and natural environment have been explored. Under this scenario MR has been considered at Torre Abbey Sands, Hollicombe Head, between Hollicombe Head and Roundham Head, Goodrington Sands and Broadsands.</p>
Meadfoot Beach (West) to Beacon Cove	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI				
Beacon Cove to Torre Abbey Sands (Torquay Harbour)	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL				
Torre Abbey Sands	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	MR				
Corbyn's Head	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI				
Livermead Sands	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL				
Livermead Head	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI				
Hollicombe Beach	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	MR				
Hollicombe Head	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI				
Hollicombe Head to Roundham Head	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	MR				
Goodrington Sands	Selectively Hold The Line	HTL	HTL	HTL	HTL	MR	MR				
Goodrington Sands to Broadsands	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI				
Broadsands	Selectively	HTL	HTL	HTL	HTL	MR	MR				

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
	<i>Hold The Line</i>										
Broadsands to Churston Cove (East)	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI				
Churston Cove (East) to Shoalstone Point	<i>Selectively Hold The Line</i>	HTL	HTL	HTL	HTL	HTL	HTL				
Shoalstone Point to Berry Head	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI				
POLICY SCENARIO AREA: BERRY HEAD TO BLACKSTONE POINT											
Berry Head to Sharkham Point	<i>Do Nothing</i>	NAI	NAI	NAI							<p>This is a mainly cliffed stretch of coastline that encompasses the Dart Estuary.</p> <p>The coastline is characterised by cliffs of outstanding landscape value and with local concentrations of historic features. Much of it is undeveloped with development centred at Dartmouth, Kingswear and Brixham (St Mary's Bay). At St Mary's Bay, assets are located along the resistant cliff top. Therefore along the open coast, the key policy driver is to allow the coastline to remain natural, through a policy of no active intervention.</p> <p>In the long term natural intertidal squeeze may occur due to the combination of resistant cliffs and rising sea levels. This may have an impact on some designated habitats, but this is considered a natural processes.</p> <p>Within the Dart Estuary, there are various settlements located along both banks. The CFMP policy for this section is "P5 – Take further action to reduce flood risk (now and in the future)". This has been interpreted to mean 'Hold the Line' throughout the estuary,</p>
Sharkham Point to Kingswear (South)	<i>Do Nothing</i>	NAI	NAI	NAI							
Dart Estuary - Kingswear (South) to Waterhead Creek	<i>N/A</i>	HTL	HTL	HTL							
Dart Estuary - Waterhead Creek to Greenway Viaduct	<i>N/A</i>	HTL	HTL	HTL							
Dart Estuary - Greenway Viaduct to Totnes South (east bank)	<i>N/A</i>	HTL	HTL	HTL							
Dart Estuary - Totnes	<i>N/A</i>	HTL	HTL	HTL							
Dart Estuary - Totnes South (west bank) to Dartmouth (North)	<i>N/A</i>	HTL	HTL	HTL							

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Dart Estuary - Dartmouth (North) to Half tide Rock	N/A	HTL	HTL	HTL							where defences already exist and is considered appropriate.
Dart Estuary - Half tide Rock to Blackstone Point	N/A	HTL	HTL	HTL							
POLICY SCENARIO AREA: BLACKSTONE POINT TO START POINT											
Blackstone Point to Stoke Fleming	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	<p>This coastline is characterised by a shingle barrier which over thousands of years has migrated landwards resulting in the emergence of headlands and formation of shingle embayments. The longest stretch of shingle beach is Slapton Sands, which is an important tourist attraction.</p> <p>The coastline is of outstanding environmental, landscape and geological/geomorphological value. A key policy driver is therefore to minimise intervention and allow the coast to function as naturally as possible. There are, however, a number of socio-economic assets along this shoreline, including small scale tourist developments and the A379 link road that runs along the crest of Slapton Sands and behind Blackpool Sands. There is also high grade agricultural land along the cliff tops. In recognition of the national importance of this area in terms of its habitats and landscape, Scenario A considers the long term vision of allowing the shoreline to roll back landwards in response to sea level rise. However, this will require action plans and exit strategies to be developed therefore in the short to medium term it is assumed that existing defences at Blackpool Sands, Slapton Sands, Torcross</p>
Stoke Fleming to Blackpool Sands	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Blackpool Sands	Selectively Hold The Line	HTL	MR	HTL	MR	NAI	NAI	HTL	HTL	HTL	
Blackpool Sands to Strete	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Strete to Torcross North (Slapton Sands)	Selectively Hold The Line	HTL	HTL	MR	NAI	NAI	NAI	HTL	HTL	MR	
Torcross North to Limpet Rocks	Selectively Hold The Line	HTL	HTL	MR	MR	NAI	NAI	HTL	HTL	MR	

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Limpet Rocks to Tinsey Head	<i>Selectively Hold The Line</i>	HTL	MR	MR	NAI	NAI	NAI	HTL	MR	MR	North to Limpet Rocks and Limpet Rocks to Tinsey Head would be maintained and that set back defences would be provided at Blackpool Sands, Torcross North to Limpet Rocks and at Beesands. This approach of managed realignment is already the preferred option at Slapton Sands as a result of the recent coastal zone management study. This seeks to realign the road in stages until such time as it is unsustainable, after which time it will be accepted that the road will be closed. Scenario B, considers a more immediate move to a more naturally functioning, with a withdrawal of management along this entire shoreline by the medium term. Scenario C is much as for Scenario A, but considers the implication of holding the line at Blackpool Sands rather than realigning at a point in the future. This would likely need to involve private rather than public funding.
Tinsey Head to Start Point	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
POLICY SCENARIO AREA: START POINT TO BOLT HEAD											
Start Point to Prawle Point (Lannacombe)	<i>Do Nothing</i>	NAI	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL	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 policy driver along the open coast is to allow natural processes to continue, with minimal interference. Therefore where no defences are present, no active intervention has been tested under all three scenarios, with the only exception being Lannacombe, where Scenario C has considered the impact of continuing to hold defences, although this would most likely need to be funded privately.
Start Point to Prawle Point (Undefined shoreline)								NAI	NAI	NAI	
Prawle Point to Limebury Point	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI		
Salcombe Harbour (Limebury Point to Kingsbridge Estuary - Scoble Point)	<i>Selectively Hold The Line</i>	HTL	HTL	HTL	HTL	NAI	NAI	HTL	HTL	HTL	

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Kingsbridge Estuary East (Scoble Point to Kingsbridge)	Selectively Hold The Line	HTL	HTL	HTL	NAI	NAI	NAI	HTL	HTL	HTL	Within Kingsbridge Estuary, there are a number of settlements located along the banks of the estuary. Maintaining the 'naturalness' of the Salcombe-Kingsbridge Estuary (dendritic ria) is a key consideration, but there is also a wish to continue to protect urban areas (such as Salcombe and Kingsbridge), road infrastructure such as the A379 and a high concentration of historic assets from increasing rates of erosion/flooding. The CFMP policies for these frontages have been considered and tested as part of Scenario A. The recommended CFMP policy is "P5 – Take further action to reduce flood risk (now and in the future)". This has been interpreted to mean 'Hold the Line' throughout the estuary, where defences already exist. Scenario B has, however, looked at potential opportunities within the estuary to work more closely with nature, through either NAI or MR.
Kingsbridge Estuary - Kingsbridge	Selectively Hold The Line	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	
Kingsbridge Estuary West (Kingsbridge to Snapes Point)	Selectively Hold The Line	HTL	HTL	HTL	NAI	NAI	NAI	HTL	HTL	HTL	
Salcombe (Snapes Point to Splat Cove Point)	Selectively Hold The Line	HTL	HTL	HTL	HTL	MR	MR	HTL	HTL	HTL	
Splat Cove Point to Bolt Head	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
POLICY SCENARIO AREA: BOLT HEAD TO WEMBURY POINT											
Bolt Head to Bolt Tail	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	This long stretch of coastline encompasses the Avon, Yealm and Erme Estuaries. The coastline is relatively undeveloped with minimal or no coastal defences, and is characterised by cliffs of outstanding landscape and geological /geomorphological value. A key policy driver along the open coast is therefore to allow natural processes to continue with minimal interference. Along much of the open coast, no active intervention has therefore been the only option considered. There are, however, a number of coastal developments, namely, Inner and Outer Hope, Thurlestone and Challaborough.
Bolt Tail to Thurlestone Rock (Inner/ Outer Hope)	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	HTL	HTL	HTL	
Bolt Tail to Thurlestone Rock (Undefended frontage)								NAI	NAI	NAI	
Thurlestone Rock to Warren Point	Selectively Hold The Line	HTL	MR	NAI	MR	NAI	NAI	HTL	MR	NAI	
Warren Point to Avon Estuary (East)	Selectively Hold The Line	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	

Draft Policy Unit	SMP1 Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Avon Estuary (East Bank – Mouth to Stadbury Farm)	<i>Selectively Hold The Line (estuary mouth part only)</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	<p>At Inner and Outer Hope, short lengths of defences exist which protect cliff top access roads. It is unlikely the continued provision of these would attract public funding, but landowners may wish to privately fund defences, therefore HTL has been appraised under scenario C. At Thurlestone, defences currently protect low-lying land from flooding but there is opportunity to realign the coast here to allow the beach to naturally roll back in the future and so preserve this asset for future amenity benefit. The realignment here is considered to be managed initially but is assumed that management of the shoreline would be halted in the medium to long term once measures to reduce tidal flood risk to upstream areas have been implemented.</p> <p>There is a small length of defence located at the back of Challaborough Beach that protects low-lying land from flooding. Here it has been assumed that existing defences would be maintained, whilst a set back defence was constructed.</p> <p>The three estuaries are cut into resistant rocks and are largely undeveloped. Therefore, along much of the estuarine coast, no active intervention has been the only option tested. The exceptions are as follows.</p> <p>The upstream section of the Avon Estuary has been considered by a CFMP. The policy set was “P6 - Take action to increase the frequency of flooding to bring benefits locally or elsewhere.” This has been adopted and interpreted to mean ‘Managed Realignment’ where possible, but allowing existing defences to be improved in order to reduce any change in flood risk created by managed realignment in parts of the estuary.</p>
Avon Estuary (Upstream section – Stadbury Farm to Stakes Hill)	N/A	MR	MR	MR	MR	MR	MR	MR	MR	MR	
Avon Estuary (West Bank – Stakes Hill to Warren Point (Bigbury-on-Sea))	<i>Selectively Hold The Line (estuary mouth part only)</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Warren Point (Bigbury-on-Sea) to Challaborough (West)	<i>Selectively Hold The Line</i>	HTL	HTL	MR	HTL	HTL	MR	HTL	HTL	MR	
Challaborough (West) to Erme Estuary (East)	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Erme Estuary (East Bank – Mouth to Orcheton Wood)	N/A	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Erme Estuary (Upstream section – Orcheton Wood to Pamflete Wood)	N/A	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Erme Estuary (West Bank – Pamflete Wood to Mouth)	N/A	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Erme Estuary (West) to Yealm Estuary (East)	<i>Selectively Hold The Line</i>	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Yealm Estuary (East Bank – Mouth to Passage House)	N/A	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Yealm Estuary (East Bank – Passage House to Newton Ferrers North)	N/A	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	Within the Yealm Estuary the CFMP policies for 'Mouth to Passage House', 'Newton Ferrers North to Fish House Plantation' and 'Fish House Plantation to Season Point' have not been adopted. The CFMP policy set was "P4 - Take action to sustain the current level of flood risk." However, along these stretches there are no defences to sustain and so under Policy Scenario A, No Active Intervention has been considered instead. For Passage House to Newton Ferrers North', the CFMP policy is "P4 - Take action to sustain the current level of flood risk." Here this has been interpreted to mean 'Hold the Line', and is considered appropriate for this stretch as it will continue to minimised risk of flooding to Newton Ferrers and Noss Mayo.
Yealm Estuary (East Bank – Newton Ferrers North to Fish House Plantation)	N/A	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Yealm Estuary (West Bank – Fish House Plantation to Season Point)	N/A	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	
Season Point to Wembury Point	Do Nothing	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	NAI	In the case of the Erme Estuary, the CFMP policy to "continue to take action to sustain the current level of flood risk" implies a policy of intervention. However, when reading the detail this means only to continue providing flood warning and not building or maintaining defences. Therefore in SMP terms the policy is one of no active intervention.
POLICY SCENARIO AREA: WEMBURY POINT TO DEVIL'S POINT											
Wembury Point to Mount Batten Breakwater	Selectively Hold The Line	NAI	NAI	NAI							This stretch of coastline encompasses the large urban settlement of Plymouth; here, a key policy driver will be the continued protection of the key assets and critical infrastructure. Therefore, only a HTL policy has been considered.

Draft Policy Unit	SMP1 Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Plym Estuary - Mount Batten Breakwater to Marsh Mills	N/A	HTL	HTL	HTL							<p>Where undefended, there are only limited assets at risk and the coastline is characterised by cliffs of outstanding landscape and geological/ geomorphological value, therefore here the key driver will be to allow natural shoreline evolution to continue. There are very short lengths of localised defences at Bovisand and along the access road to Mount Batten, but it is unlikely that these would attract future public funding.</p> <p>Within the Plym Estuary, the CFMP policies are considered appropriate. The policy is “P5 – Take further action to reduce flood risk (now and in the future)”. This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary.</p> <p><i>Note: It is assumed that the Plymouth Breakwater would remain during this period and continue to affect wave climate within Plymouth Sound.</i></p>
Plym Estuary - Marsh Mills to Coxside	N/A	HTL	HTL	HTL							
Coxside to Devil's Point	Selectively Hold The Line	HTL	HTL	HTL							
POLICY SCENARIO AREA: TAMAR ESTUARY											
Devil's Point to Tamerton Lake	N/A	HTL	HTL	HTL							<p>This stretch of coastline encompasses several large urban settlements including Saltash, Plymouth and Torpoint. At these locations a key policy driver is to continue to protect key assets and critical infrastructure.</p> <p>The CFMP policies for this estuary have been considered to be appropriate.</p> <p>Where the policy is “P5 – take further action to reduce flood risk (now and in the future)”, this has been interpreted to mean ‘Hold the Line’ throughout the estuary.</p> <p>Where the CFMP policy is “P6 - take action to increase the frequency of flooding to bring benefits locally or elsewhere”, this has been interpreted for this SMP to mean ‘Managed</p>
Tamerton Lake to Gunnislake (upper Tamar Estuary East)	N/A	MR	MR	MR							
Gunnislake to Saltash North (upper Tamar Estuary West)	N/A	MR	MR	MR							
Tamar Estuary -	N/A	HTL	HTL	HTL							

Draft Policy Unit	SMP1 Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
Saltash											<p>Realignment' in parts of the estuary, although no specific locations are identified in the CFMP and this would be subject to detailed investigations. It is assumed that this policy would allow existing defences to be maintained or improved in order to reduce any change in flood risk created by managed realignment in parts of the estuary, but would not allow new defences to be built along currently undefended sections.</p> <p>Within the River Lynher, which is largely undefended, the CFMP policy "P3 – Continue existing or alternative actions." This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary where existing defences are occur. It is assumed that no defences would be built in areas where there are currently undefended.</p>
River Lynher (Saltash South to Torpoint North (Jupiter Point))	N/A	HTL	HTL	HTL							
Tamar Estuary - Torpoint North (Jupiter Point) to Torpoint South (Landing Stage)	N/A	HTL	HTL	HTL							
St John's Lake (Torpoint South (Landing Stage) to Millbrook (Mill Farm))	N/A	HTL	HTL	HTL							
St John's Lake (Millbrook (Mill Farm) to Millbrook (Hancock's Lake))	N/A	HTL	HTL	HTL							
St John's Lake (Millbrook (Hancock's Lake) to Palmer Point	N/A	HTL	HTL	HTL							
Palmer Point to Mount Edgcumbe (Cremyll))	N/A	HTL	HTL	HTL							

Draft Policy Unit	SMPI Policy	Scenario A			Scenario B			Scenario C			Justification
		Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	Years 0 - 20	Years 20 - 50	Years 50 - 100	
POLICY SCENARIO AREA: MOUNT EDGCUMBE TO RAME HEAD											
Mount Edgcumbe to Picklecombe Point	<i>Selectively Hold The Line</i>	NAI	NAI	NAI				NAI	NAI	NAI	<p>This is a largely natural shoreline and therefore, with the exception of Kingsand and Cawsand, which are locally important tourist resorts, no active intervention has been the main option considered.</p> <p>At Fort Picklecombe, there are local defences; although these are unlikely to attract public funding, landowners may wish to continue to defend at this location. Therefore Scenario C considers the potential impact of a long term policy of HTL at this location.</p>
Fort Picklecombe	<i>Selectively Hold The Line</i>	NAI	NAI	NAI				HTL	HTL	HTL	
Picklecombe Point to Kingsand	<i>Selectively Hold The Line</i>	NAI	NAI	NAI				NAI	NAI	NAI	
Kingsand and Cawsand	<i>Selectively Hold The Line</i>	HTL	HTL	HTL				HTL	HTL	HTL	
Cawsand to Rame Head	<i>Do Nothing</i>	NAI	NAI	NAI				NAI	NAI	NAI	

Annex F.2 – Policy Appraisal Shoreline Response Assessment

Introduction

This annex provides assessment of the likely impacts of policy scenarios upon coastal and estuarine processes in order to appraise the potential sustainability of each policy. The output of this report feeds directly into the appraisal of policy options in terms of environmental, social and economic impacts.

The policy scenarios appraised in this report have been developed using the understanding of coastal dynamics and appreciation of the key coastal features developed from producing the baseline processes report (see **Appendix C**), the theme review (see **Appendix D**) and the issues and objectives tables (see **Appendix E**). We have also consulted with key stakeholders and elected members.

For each policy scenario, draft policy units have been identified, and for each policy unit one of the four SMP2 policy options has been assigned to each of the three epochs 0-20 years, 20-50 years and 50-100 years. These four policy options are:

- No Active Intervention (NAI);
- Hold the Line (HTL);
- Managed Realignment (MR); and
- Advance the Line (ATL).

Based upon the Baseline Process Understanding report (**Appendix C** of the SMP2) the individual policy units identified have been grouped into policy scenario areas. The policies for each unit are appraised in the context of the process interactions that occur within each policy scenario area.

It should be noted that for the estuaries the proposed policies are primarily taken from the relevant Catchment Flood Management Plans (CFMP). It is clearly marked throughout this report where CFMP policies are accepted by the SMP2. However there are a number of areas where the CFMP policies are not thought to be appropriate for discrete lengths of estuary shoreline. In these places alternative policies to the CFMP policy are presented.

Policy Scenario A is our first approximation of appropriate policies, based upon our understanding of coastal dynamics and the key issues along this SMP coastline. Based upon feedback from key stakeholders and elected members, we have then appraised modifications to these policies for each stretch of coast. In general terms, the policies considered under Policy Scenario B consider a long term vision of a more naturally functioning coast, whilst the policies considered under Policy Scenario C assume that a primary driver in the future will be to protect most assets in the long term.

Policy Scenario A is presented in full, followed by a discussion for each area, which identifies how modifications to the policies (considered as part of Policy Scenarios B and/or C) may have a different impact on the coastal dynamics and shoreline evolution.

'POLICY SCENARIO A' ASSESSMENT TABLE

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
POLICY SCENARIO AREA: DURLSTON HEAD TO WHITE NOTHE			
Durlston Head to St Alban's Head	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	Continued very slow erosion of the resistant limestone cliffs, confined to joint planes or as a result of wave undercutting. Negligible cliffline movement is predicted.	Very slow erosion of the cliffs would continue at the same rates as today, therefore negligible change in cliffline position is predicted. Under accelerated sea level rise any beaches could become submerged.	Very slow erosion of the cliffs would continue at the same rates as today, therefore negligible change in cliffline position is predicted. No beaches would be expected to remain at the toe of the cliff due to higher sea levels.
St Alban's Head to Kimmeridge Bay	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The complex, clay-dominated cliffs that make up the majority of this section, such as at Honnstant Cliff and St. Alban's Head, will continue to erode landwards as a result of episodic complex landslide events at a frequency of between 1 to 10 (majority of this section) and 10 to 100 years (on the western side of St Alban's Head). It is assumed that one such event could occur at anytime, and so total erosion of 0 to 50m is predicted over this period. Along Kimmeridge Ledges, where there has been very slow erosion historically, only about 1m of recession is predicted.	The clay rich cliffs that dominate much of this section are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions. Sea level rise will also result in the submergence of shore platforms, resulting in more rapid erosion of the cliffs behind where the cliffs are of simple type such as at Kimmeridge Ledges. Here total recession of 2 to 4m is predicted by 2055. Cliff failure through complex landslide events	Between St. Alban's Head and Egmont Point there may be a large landslide event during this period, and so total erosion of 0 to 50m may occur in this area. The simple cliffs along Kimmeridge Ledges are more likely to be affected by sea level rise than the complex cliffs along the rest of this section. Here recession of 5 to 12m by 2105 is predicted. As a result of high sea levels beaches are expected to narrow and in places may disappear as the rock platforms become submerged.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	Coarser material derived from this erosion will be retained within local pocket beaches at Egmont Bight and Chapman's Pool. Finer material will be transported offshore in suspension.	would continue elsewhere along this section. These would be less affected by sea level rise as they are controlled more by groundwater. Between St. Alban's Head and Egmont Point there may be a large landslide event during this period, and so total erosion of 0 to 50m may occur. During any landslide events a lobe of debris will be released, which could temporarily affect the longshore transport of sediment before being gradually eroded by wave action. Any sediment released through cliff erosion will tend to be either retained very locally in the pocket beaches (in the case of sand and shingle), or washed offshore (in the case of fines).	
Kimmeridge Bay (defended length)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There is a short section of sea wall along the eastern part of Kimmeridge Bay, which is protecting a small car park and facilities. This is a private defence and as such would be very unlikely to attract public funds. As such, it is assumed in this scenario that no funds are available to maintain the structure.	The short section of sea wall within Kimmeridge Bay is expected to fail during this period.	No defences over the length of this section.
	Between Kimmeridge Bay and Broad Bench, total erosion in the region of between 5 and 20m is predicted to occur over this period. Coarser material derived from this erosion will be retained within the local pocket beach at Kimmeridge Bay. Finer material will be	The short section of defence is expected to fail during this period, so its very localised impact would be removed and there would be a return to natural behaviour by 2055. There would therefore be a loss of the car park facility and re-exposure of the cliffs behind.	Loss of the short section of defence in the medium would result in the once defended cliffs eroding at a similar rate as the adjacent cliffs, for which total erosion by 2105 is predicted to be between 30 and 100m between Kimmeridge Bay and Broad Bench.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>transported offshore in suspension.</p> <p>The short stretch of sea wall at Kimmeridge along this unit is only likely to have a localised impact by reducing slightly the amount of material supplied from erosion.</p>		<p>As a result of high sea levels beaches are expected to narrow and in places may disappear as the rock platforms become submerged.</p>
Kimmeridge Bay (undefended) to Worbarrow Tout	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>There are no defences present along this section.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>
	<p>The complex, clay-dominated cliffs that make up the majority of this section, such as at Gadd Cliff, will continue to erode landwards as a result of episodic complex landslide events at a frequency of 1 to 10. It is assumed that one such event could occur during this period, and so total erosion of 0 to 50m is predicted over this period.</p> <p>Coarser material derived from this erosion will be retained within local pocket beaches at Brandy Bay, Hobarrow Bay and Kimmeridge Bay. Finer material will be transported offshore in suspension.</p> <p>It is predicted that erosion of between 2 and 20m will occur over this period between Worbarrow Tout and Hobarrow Bay. Between Kimmeridge Bay and Broad Bench, erosion in the region of between 5 and 20m is predicted.</p>	<p>The clay rich cliffs that dominate much of this section are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions. Sea level rise will also result in the submergence of shore platforms.</p> <p>Cliff failure through complex landslide events would continue along this section. These would be less affected by sea level rise as they are controlled more by groundwater. Total erosion by 2055 is predicted to be between 5 and 50m between Worbarrow Tout and Hobarrow Bay, and 14 to 50m between Kimmeridge Bay and Broad Bench.</p> <p>During any landslide events a lobe of debris will be released, which could temporarily affect the longshore transport of sediment before being gradually eroded by wave action. Any sediment</p>	<p>The rate of recession of the complex cliffs along this section are less likely to be affected by sea level rise as recession is dominated by large landslide events.</p> <p>Total erosion by 2105 is predicted to be between 10 and 100m between Worbarrow Tout and Hobarrow Bay, and 30-100m between Kimmeridge Bay and Broad Bench.</p> <p>As a result of high sea levels beaches are expected to narrow and in places may disappear as the rock platforms become submerged.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		released through cliff erosion will tend to be either retained very locally in the pocket beaches (in the case of sand and shingle), or washed offshore (in the case of fines).	
Worbarrow Tout to Lulworth Cove (East)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	<p>The geology of the cliffs changes significantly along this stretch. Within Worbarrow and Mupe Bays, the clay-rich cliffs will continue to erode landwards as a result of episodic landslide events with a frequency of 1 to 10 years. It is predicted that underlying erosion of 1 to 2m will occur in this area over this period.</p> <p>Erosion of the chalk cliffs that extend from Mupe Bay to Lulworth Cove (East) would continue to be negligible, but infrequent cliff falls resulting from wave undercutting could occur, resulting in the loss of 10 to 50m of land in one go. The frequency of these events sizeable events is likely to be 10 to 100 years, although smaller scale events occur every 1 to 10 years, with events as recent as 2001. These events will tend to affect very localised areas, but it is not possible to predict where the next events will occur.</p> <p>During these landslide events a lobe of chalk debris will be released, which could temporarily affect the longshore transport of sediment. These</p>	<p>Erosion of the cliffs will continue as observed historically at a rate of about 0.1m/yr. Erosion of the chalk cliffs in the western part of this section tends to be geologically controlled so there is not expected to be a noticeable increase in erosion rates due to sea level rise. Therefore erosion of between 0 and 1m is expected by the end of this period, although there could be localised cliff falls resulting in the loss of 10 to 50m in a single event. This will release sediment, which will be gradually removed offshore by wave action, but could affect longshore drift temporarily. Ultimately these cliff failures are unlikely to be a significant contribution to the beach budget.</p> <p>Within Worbarrow and Mupe Bays, the clay-rich cliffs are expected to be more sensitive to sea level rise, particularly those cliffs in the western part of the bay, and any increased in precipitation. Total erosion by 2055 within Worbarrow and Mupe Bays is predicted to be between 5 and 6m, although along localised sections cliff falls could occur resulting in several tens of metres of</p>	<p>Erosion of the cliffs will continue as observed historically at a rate of about 0.1m/yr along the western part of this section, but rates could increase along the clay-rich cliffs due to accelerated sea level rise. This would be exacerbated in areas that are currently protected by shore platforms, as submergence of these platforms would result in increased wave exposure.</p> <p>Total erosion by 2105 within Worbarrow and Mupe Bays is predicted to be between 10 and 17m in the western part of the bay, but 0 to 10m in the eastern part of the bay. Towards Lulworth Cove (East), total erosion by 2105 is predicted to be between 0 and 8m.</p> <p>Very narrow beaches may remain as local pocket beaches, particularly where cliff erosion contributed to the beach budget.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	lobes will gradually be eroded by wave action, with material eventually being lost offshore rather than being retained on the beaches.	erosion. Erosion of these cliffs will provide some sediment to the beaches, but the majority is fine sediment which will be lost offshore. Therefore beaches remain within the pocket bays, but are unlikely to increase in volume. Cliffs in the eastern part of Worbarrow Bay are less likely to be affected by sea level rise and so total erosion of 0 to 5m is predicted by 2055.	
Lulworth Cove (undefended)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	Small scale cliff failure events occur every 1 to 10 years, causing the loss of less than 10m per event. Underlying erosion of the softer clays, marls and sandstones that lie within Lulworth Cove is predicted to continue at a rate of about 0.12m/yr as observed historically, resulting in total erosion of up to 2m during this period. The beach will remain as at present.	The low rates of cliff retreat would continue as observed historically at about 0.12m/yr. The rate of erosion could increase slightly due to accelerated sea level rise but the net effect is likely to be negligible due to the resistant nature of the cliffs. Total erosion within Lulworth Cove is predicted to be up to 4m between 2025 and 2055. Beaches are expected to remain, but may narrow due to high sea levels.	As for the medium term, an acceleration in sea level rise may result in a very small increase in the rate of erosion, but the net erosion will remain small due to the resistance of the cliffs. Total erosion within Lulworth Cove is predicted to be up to 6m between 2055 and 2105. Beaches are expected to remain, but may narrow due to high sea levels
Lulworth Cove (defended length)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There is a short length of seawall at the pedestrian entrance to the cove. This defence protects a small number of assets and is unlikely to attract public funds to maintain the structure in the future. As such, for this scenario, it is	The short section of sea wall would fail during this period.	No defences.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	assumed that no further maintenance of the structure would occur.		
	<p>The retention of the short length of sea wall will continue to protect the pedestrian entrance to Lulworth Cove and immediate properties from marine intrusion against flooding.</p> <p>The beach will remain as at present.</p>	<p>The short section of sea wall along the back of the beach would fail during this period. It currently has limited impact on the adjacent cliffs, so this would not change. It does, however, protect the pedestrian entrance and immediate properties from marine intrusion and therefore there would be a very localised increase in flood risk.</p> <p>Beaches are expected to remain, but may narrow due to high sea levels.</p>	<p>There would no longer be any defences along this stretch, therefore there could be localised flooding during high tide at the pedestrian entrance to the Bay.</p> <p>Beaches are expected to remain, but may narrow due to high sea levels</p>
Lulworth Cove (West) to White Nothe	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	<p>The vertical chalk cliffs that dominate this section are receding at varying rates, with infrequent cliff failure events causing loss of less than 10m per event typically occurring every 1 to 10 years, although towards White Nothe this frequency is more like 10 to 100 years. This trend is expected to continue during this period.</p> <p>Underlying erosion of between 2 and 10m is predicted between White Nothe and Bat's Head during this period. Between Bat's Head and Lulworth Cove erosion of between 0 and 6m is predicted over the same period.</p>	<p>Erosion of the chalk cliffs is expected to continue as observed historically at between 0.05 and 0.3m/yr (with the higher rate only likely to occur as a result of localised cliff failure events). The net rate of retreat is not expected to increase significantly as a result of sea level rise, due to the natural resistance of the cliffs.</p> <p>Total erosion by 2055 of 7 to 10m is predicted between White Nothe and Bat's Head, whilst between Bat's Head and Lulworth Cove erosion of between 0 and 16m is predicted.</p> <p>Beaches may narrow along the more exposed</p>	<p>Erosion of the chalk cliffs is expected to continue as observed historically at between 0.05 and 0.3m/yr (with the higher rate only likely to occur as a result of localised cliff failure events). The net rate of retreat is not expected to increase significantly as a result of sea level rise, due to the natural resistance of the cliffs.</p> <p>Total erosion by 2105 of 14 to 20m is predicted between White Nothe and Bat's Head, whilst between Bat's Head and Lulworth Cove erosion of between 0 and 32m is predicted.</p> <p>High sea levels may result in the loss of beaches</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		sections due to higher sea levels, but pocket beaches will remain in the more sheltered bays.	along some sections, but cliff erosion will contribute and maintain some narrow beaches, particularly in the more sheltered locations.
POLICY SCENARIO AREA: WHITE NOTHE TO REDCLIFF POINT			
White Nothe to Ringstead Bay (defended length east)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The clay cliffs that dominate this section experience episodic landslide events including mudflows and rotational land slips as a result of groundwater conditions, with instability being maintained by ongoing toe erosion by marine action. This trend is expected to continue in the future, with an average retreat of approximately 9m predicted to occur over this period. Episodic events occur about every 10 to 100 years. It is possible that a significant event could occur during this period, resulting in the erosion of 10 to 50m of land in a single event. It is difficult, without further, more detailed technical appraisal, however, to predict where a landslip could occur. Such landslides can impact locally by interrupting sediment drift, which is predominately from east to west.	Along the majority of the shoreline, the cliff erosion trend is likely to continue as historically up to a rate of about 0.5m/yr. The simple cliffs at Ringstead Bay are more likely to be affected by sea level rise and so total erosion of about 25 to 30m is predicted by 2055 in this area. There could be beach narrowing as a result of sea level rise, particularly as shore platforms become submerged. Although any material released from the cliffs would be likely to remain locally, this would tend to be mainly fines, which will be moved offshore. With sea level rise the influence of the offshore ledges could also be reduced, which could increase exposure along this section.	The cliff erosion trend along this frontage is likely to continue as historically up to a rate of about 0.5m/yr. The simple cliffs within Ringstead Bay would be likely to be affected by sea level rise and total erosion in this area by 2105 of 50 to 70m is predicted. There could be further beach narrowing during this period as sea levels rise. Sediment transport longshore would become reduced as a result of loss of beach sediment.
Ringstead Bay (defended length)	Policy Assessed = Hold the Line	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	A short length of rock revetment and rock	Existing defences would no longer be maintained	There would be no defences remaining along the

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>groynes are present within Ringstead Bay, providing some protection to assets behind from erosion of low-lying cliffs. It is assumed under this scenario that these defences will be maintained during this period whilst measures are developed to manage the future change in policy to no active intervention and enable relocation of people, properties and facilities as appropriate.</p>	<p>during this period in order to allow this section of coast to adapt naturally in the future in line with the retreat of the adjacent undefended cliffs.</p> <p>Monitoring would continue to occur in order to monitor the area of risk.</p>	<p>shoreline during this period.</p> <p>Depending on the rate of cliff recession, it may be necessary to relocate more assets away from the area of risk during this period. Any decisions about such measures would be based upon continuous monitoring data.</p>
	<p>The rock groyne and revetment that was constructed along this part of Ringstead Bay in the mid-1990's reduces the frequency of cliff failure events locally (compared to the adjacent undefended cliffs) by preventing erosion of the cliff toe by marine action and so delaying on-set of instability within the clay cliffs, which is largely controlled by groundwater. Average retreat in this area will be less than the 9m predicted over this period for the adjacent undefended cliffs.</p> <p>Recession of the adjacent cliffs is likely to lead to outflanking of these defences towards the end of this period.</p> <p>Although the cliffs are unlikely to be a significant contributor of sediment to the beaches due to them being low in height and their composition, the rock groyne could impact on adjacent beaches by interrupting sediment drift.</p>	<p>Along this part of Ringstead Bay there may be a need to consider relocating assets away from the area of risk as the mid-1990's scheme reaches the end of its scheme life and it may be unsustainable to continue to provide defences along this section, particularly as there is also the possibility that erosion of adjacent unprotected cliffs could start to outflank the defended section during this period which in turn would result in making this area more of a promontory and so requiring more robust defences.</p> <p>With sea level rise the influence of the offshore ledges could also be reduced, which could increase exposure along this section.</p> <p>Relocating assets away from the area of risk and associated reduction in the effect of defences along this section would allow a more naturally functioning coast to develop which would improve sediment transport along the shoreline within Ringstead Bay.</p> <p>However, Redcliff Point will continue to interrupt</p>	<p>The lack of defences along this section during this period would result in a naturally functioning coast, with a beach that would adapt to sea level rise by migrating landwards at a rate commensurate with cliff recession.</p> <p>With sea level rise the influence of the offshore ledges could also be reduced, which could increase exposure along this section.</p> <p>Any impacts of this would be largely restricted to Ringstead Bay, as Redcliff Point will continue to provide a barrier to sediment transfer towards Weymouth.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		sediment transfer towards Weymouth.	
Ringstead Bay (defended length west) to Redcliff Point	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	<p>The clay cliffs that dominate this section experience episodic landslide events including mudflows and rotational land slips as a result of groundwater conditions, with instability being maintained by ongoing toe erosion by marine action. This trend is expected to continue in the future.</p> <p>Episodic events occur about every 10 to 100 years, with a significant event having occurred at Black Head between 1910 and 1914. It is possible that another significant event could occur during this period, resulting in the erosion of 10 to 50m of land in a single event. It is difficult, without further, more detailed technical appraisal, however, to predict where a landslip could occur. Such landslides can impact locally by interrupting sediment drift, which is predominately from east to west.</p>	<p>The cliff erosion trend along this unit is likely to continue as historically.</p> <p>There is also the risk of a large scale event occurring along the Osmington to Redcliff Point section, which could result in a localised loss of cliff top in the region of 10 to 50m. These cliffs are also sensitive to climate change and in particular increased precipitation, although due to uncertainty in the prediction of future precipitation, this has not been included in calculation of erosion rates.</p> <p>Total recession by 2055 in this area is predicted to be between 25 and 50m.</p> <p>There could be beach narrowing as a result of sea level rise, particularly as shore platforms become submerged. Although any material released from the cliffs would be likely to remain locally, this would tend to be mainly fines, which will be moved offshore.</p> <p>With sea level rise the influence of the offshore ledges could also be reduced, which could increase exposure along this section. However, Redcliff Point will continue to interrupt sediment</p>	<p>The cliff erosion trend along this frontage is likely to continue as historically.</p> <p>There is also the risk of a large scale event occurring along the Osmington to Redcliff Point section, which could result in a localised loss of cliff top in the region of 10 to 50m. These cliffs are also sensitive to climate change and in particular increased precipitation, although due to uncertainty in the prediction of future precipitation, this has not been included in calculation of erosion rates.</p> <p>Total recession by 2105 in this area is predicted to be between 50 and 100m.</p> <p>There could be further beach narrowing during this period as sea levels rise. Sediment transport longshore would become reduced as a result of loss of beach sediment, however this impact would not extend beyond Redcliff Point to the west.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		transfer towards Weymouth.	
POLICY SCENARIO AREA: REDCLIFF POINT TO PORTLAND BILL			
Redcliff Point to Bowleaze Cove (Gabions)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	This section covers the undefended part of Redcliff, up to the eastern limit of the gabions that extend along its most western part from Bowleaze Cove. As such there are no defences along this section and this section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	<p>The clay cliffs at Redcliff erode as a result of episodic events every 10 to 100 years, eroding between 10 and 50m of cliff per event. This trend is expected to continue in the future, with an average recession of 11 to 50m of Redcliff over this period.</p> <p>Although the rocks would remain along the foreshore and would therefore have a slight impact on coastal processes, it is likely that the backing cliff could become reactivated. Rates of erosion would be as for the adjacent cliffs of around 0.62m/yr.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.</p>	<p>The lack of defences along this section would allow the shoreline to continue to behave naturally.</p> <p>Along Redcliff, erosion would be likely to occur as historically, with total erosion of Redcliff by 2055 predicted to be between 30 to 50m. These cliffs would mainly contribute fines to the system therefore would not build beaches along this section.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.</p>	<p>The lack of defences along this section would allow the shoreline to continue to behave naturally.</p> <p>Cliff erosion is likely to occur as historically, with total erosion of Redcliff by 2105 predicted to be between 60 and 100m. Redcliff will therefore continue to interrupt any sediment exchange between this and the stretch of coast to the east.</p> <p>Cliff erosion, would not, however, significantly contribute to the beach budget of the areas to the south and west.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Bowleaze Cove (Gabions) to Furzy Cliff	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>The rock revetments and gabions at Bowleaze Cove would be likely to require maintenance to ensure current level of protection is maintained.</p> <p>The gabions that extend along the western part of Redcliff from Bowleaze Cove are likely to fail around the middle of this period without intervention. Under this scenario these defences would need to be upgraded to ensure their integrity and so help reduce the risk of outflanking occurring immediately adjacent to assets in the eastern part of Bowleaze Cove.</p>	<p>Upgrade of the defences could be required during this period to maintain current levels of protection, and these may need to be extended to minimise the risk to assets from outflanking caused by retreat of adjacent cliffs.</p> <p>There may also be a need to introduce beach recharge in this area to reduce the impacts of coastal squeeze.</p>	<p>Upgrade of the defences could be required during this period to maintain current levels of protection, and these may need to be extended further to minimise the risk to assets from outflanking caused by retreat of adjacent cliffs.</p> <p>Further beach recharge in this area may also be required to reduce the impacts of coastal squeeze.</p>
	<p>Defences along the cliff toe at Bowleaze Cove and the north end of Furzy Cliff prevent localised cliff toe erosion.</p> <p>The gabions along the coast towards Redcliff are in a poor condition and likely to fail during period. These may also be affected by cliff slumping and undermining at the ends of the defence increasing further the likelihood of the defences failing. Intervention to maintain or restore these defences will therefore be required during this period to reduce the risk of this occurring.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and</p>	<p>There is the possibility of erosion of adjacent undefended cliffs causing outflanking of this defended section, leading to this area becoming held in a more forward position than it would naturally be expected to take. Due to its position at the very northern end of Weymouth Bay, this would be unlikely to have a significant effect upon littoral drift processes to the south and west.</p> <p>New defences and control structures are likely to be required to retain standard of protection at during this period, in response to coastal squeeze caused by sea level rise.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is</p>	<p>Erosion of adjacent undefended cliffs would not significantly contribute to the beach budget of this area, therefore there would be a continued trend of beach steepening and narrowing. This in turn would increase the risk of the defences along this section being undermined during this period.</p> <p>The risk of outflanking of defences would increase during this period, which would put increased pressure on defences. Therefore defences could potentially require further upgrading to maintain the current level of protection and to address the risk of undermining.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	maintained.	assumed that the breakwaters will remain and maintained.	assumed that the breakwaters will remain and maintained.
Furzy Cliff	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	<p>The clay cliffs at Furzy Cliff erode as a result of episodic events every 10 to 100 years, eroding between 10 and 50m of cliff per event. This trend is expected to continue in the future, with an average recession of 13 to 50m of Furzy Cliff over this period.</p> <p>Erosion of Furzy Cliff would be likely to increase the risk of defences at the north and south ends of the cliff being outflanked.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.</p>	<p>Along this undefended section of coast, cliff erosion would be likely to occur as historically, with total erosion of Furzy Cliff by 2055 predicted to be between 35 to 50m. This cliff erosion would mainly contribute fines to the system therefore would not build beaches along this section. It would also result in an increased likelihood of defended areas at the north and south ends of Furzy Cliff being outflanked.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.</p>	<p>Cliff erosion is likely to occur as historically, with total erosion of Furzy Cliff by 2105 predicted to be between 70 and 100m.</p> <p>Cliff erosion would not, however, significantly contribute to the beach budget therefore there would be a continued trend of beach steepening and narrowing.</p> <p>The lack of defences along this section would allow the shoreline to behave naturally, resulting in an increased likelihood of defended sections to the north and south ends of Furzy Cliff being outflanked, with the section of beach in front of the eroding cliffs possibly forming a local embayment which in turn could affect local sediment transport patterns.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Furzy Cliff to Preston Beach (Rock Groyne)	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>At the very southern end of Furzy Cliff is a wave return wall that protects part of the cliff toe from erosion.</p> <p>To the immediate south of this there is the Preston Beach Sea Defence, which consists of a seawall and recharged beach with a terminal rock groyne at the southern end.</p> <p>These defences could require maintenance to ensure current level of protection is maintained. Further beach recharge could also be required towards the end of this period, in addition to ongoing beach re-cycling and re-profiling.</p>	<p>Upgrade of existing defences could be required during this period to maintain current levels of protection.</p>	<p>Upgrade of existing defences could be required during this period to maintain current levels of protection.</p>
	<p>Ongoing beach management activities along Preston Beach prevent breaching of the sea defences and so reduce flood risk of low-lying land behind. Due to the longshore drift of sediment to the north-east and south-west, it is likely that further beach recharge will be required at Preston Beach towards the end of this period to maintain the standard of protection.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.</p>	<p>There is the possibility of cliff erosion of Furzy Cliff to the north causing outflanking of the defended part of the cliff at Overcombe, leading to this area standing several metres seaward of the adjacent eroding Furzy Cliff to the north. This would have a significant effect upon littoral drift processes at the northern end of Weymouth Bay.</p> <p>New defences and control structures are likely to be required to retain standard of protection at Preston Beach during this period, in response to coastal squeeze caused by sea level rise. This could form part of a larger scheme that extends to Weymouth.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are</p>	<p>Cliff erosion to the north would not significantly contribute to the beach budget therefore there would be a continued trend of beach steepening and narrowing, with the area around Lodmoor becoming increasingly vulnerable due to the apparent drift divide at this location. The retreat of Furzy Cliff to the north could lead to a small local embayment forming which could also alter drift patterns in this area.</p> <p>The risk of outflanking of defences by continued cliff erosion to the north would increase during this period, which would put increased pressure on defences and beaches (which could be up to 100m seaward of the adjacent cliffs). Therefore defences could potentially require further upgrading to maintain the current level of</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.	protection. This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.
Preston Beach (Rock Groyne) to Weymouth (Stone Pier) [includes Weymouth Harbour]	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	Upgrade of sea wall and promenade, as well as part of the inner harbour defences required during this period to maintain current levels of protection.	Remaining defences around Weymouth Harbour likely to be required during the middle of this period to maintain current levels of protection. The beach along this section may require recharge and possibly even construction of control structures to counter the effects of coastal squeeze, particularly along the narrower northern part of this section.	Upgrade of the defences throughout this section could be required during this period to maintain current levels of protection. Along the open coast, this could require further beach recharge and control structures, particularly along the narrower northern part of this section.
	The coastal defences comprise a sea wall and promenade constructed some 100 years ago. It is anticipated that this would need to be upgraded towards the end of this period, both to replace/repair the aging structure, and increase the size of the defence to take account of future sea level rise and so maintain current levels of protection. This will continue to prevent flooding of the low-lying hinterland. Within Weymouth Harbour, a section of the inner harbour wall will need to be upgraded by	Sea level rise could continue to cause coastal squeeze, with the narrowing of the beach and an increase in flood risk along this section. The section in the vicinity of Lodmoor would be an area of key risk as there is believed to be a drift divide at this location. New defences with possibly control structures and/or beach recharge could therefore be required during this period to maintain current levels of protection and prevent flooding of the low-lying hinterland.	Sea level rise could continue to cause coastal squeeze, with the narrowing of the beach and an increase in flood risk along this section. The stretch in the vicinity of Lodmoor is a key hot spot. New defences with possibly control structures and/or beach recharge could therefore be required during this period to maintain current levels of protection. A beach is still likely to exist at Weymouth, but would be narrower, unless beach recharge is

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>the middle of this period in order to maintain current levels of protection.</p> <p>The shingle beach at the northern end of this section would be likely to undergo gradual erosion, whilst sand would be likely to continue to accumulate in the southern end of Weymouth Bay due to the presence of the northern harbour pier.</p> <p>Where the beach is eroded, coastal squeeze could become increasingly significant as sea levels rise, as there is very little new sediment input to the beach.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.</p>	<p>The beach at Weymouth should still be retained, due to sediment feed from the north, but this will start to diminish during this period as the stretch in front of Lodmoor becomes increasingly exposed (unless beach recharge is undertaken).</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.</p>	<p>undertaken.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.</p>
Weymouth (Stone Pier) to Portland Harbour (North Breakwater)	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>The short section of defence between the 2002 Newton's Cove Scheme and the rock armour around the Nothe Fort will require upgrading in the early part of this period in order to prevent it failing and exposing adjacent defences. This however would be likely to also require slope stabilisation measures in the area behind the defence line.</p>	<p>Upgrade of defences may be required by the end of this period to maintain current levels of protection.</p>	<p>Upgrade of defences may be required by the end of this period to maintain current levels of protection.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>Clay-rich cliffs that are located behind the defences along this section are susceptible to landsliding as a result of groundwater conditions.</p> <p>Landslide events occur with a frequency of 10 to 100 years, but cause loss of less than 10m of land per event. The last significant event occurred in the late 1980s and it is possible that another significant event could occur during this period, most likely in the area behind the section of defences that are in a poor condition.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.</p>	<p>The rate of erosion of the cliff top due to groundwater conditions is sensitive to any increase in rainfall or change in rainfall patterns. However, due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions.</p> <p>Sea level rise will also result in the submergence of shore platforms that front this section, and a narrowing of the small pocket beach at Newton's Cove, resulting in increased exposure of the defences to wave action.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.</p>	<p>The rate of erosion due to groundwater conditions could increase due to an increase in rainfall resulting from future climate change. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions. Additional work may therefore be required to address this risk.</p> <p>As a result of high sea levels beaches are expected to narrow and in places may disappear as the rock platforms become submerged, resulting in increased exposure of the defences to wave action.</p> <p>This area could be affected by any change in the Portland Harbour Breakwaters, which are believed to have a sheltering effect and also influence sediment circulation within Weymouth Bay. However, under Policy Scenario A, it is assumed that the breakwaters will remain and maintained.</p>
Portland Harbour (North Breakwater) to Small Mouth	<p>Policy Assessed = Managed Realignment</p> <p>Short sections of low-level rock revetment along the cliff toe in localised areas would need to be maintained during this period, whilst cliff stabilisation measures in other parts of this section would need to be implemented during this period in order to reduce the risk of cliff erosion in the short and medium term. A requirement will be for measures to be put in place that will enable appropriate relocation of</p>	<p>Policy Assessed = Managed Realignment</p> <p>The medium term aim is to allow cliff erosion so that a more natural shoreline is achieved, however to allow any relocation of cliff top assets it is proposed under this scenario that cliff stabilisation measures are maintained to a minimum standard to reduce the risk of significant cliff failure.</p> <p>Defences in the form of rock revetment at Castle Cove Sailing Club and Binclaves would remain,</p>	<p>Policy Assessed = Managed Realignment</p> <p>Maintenance of the defences and cliff stabilisation measures that reduced the risk of cliff recession in the short and medium term would cease during this period, allowing a more naturally functioning shoreline.</p> <p>It is assumed that Portland Harbour Breakwaters will remain and be maintained.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>people, properties and facilities in advance of withdrawing intervention in the long term.</p> <p>Under this scenario it is not proposed that any new shoreline defences would be constructed.</p> <p>It is assumed that Portland Harbour Breakwaters will remain and be maintained.</p>	<p>however under this scenario it is not proposed that new shoreline defences would be constructed.</p> <p>It is assumed that Portland Harbour Breakwaters will remain and be maintained.</p>	
	<p>The cliffs along this section include actively landsliding clay-rich cliffs that are primarily controlled by groundwater levels, and more resistant sandstones that form headlands and which are more geologically controlled and fail as a result of wave undercutting at the base.</p> <p>The cliff toe along this section is defended in places by ad hoc structures that offer varying degrees of protection to the cliff toe from wave action. These serve to reduce the rate of instability in the clay-rich cliffs by preventing cliff toe erosion, although failures do still occur due to the groundwater conditions being the controlling factor.</p> <p>Wave action at the cliff toe becomes increasingly important in maintaining cliff instability towards the Small Mouth end of this section, where fetch lengths across Portland Harbour are greatest.</p> <p>Total erosion along this section is predicted to be between 5 and 10m during this period, inclusive of episodic landslide events, which occur once every 1 to 10 years in the more active cliff areas,</p>	<p>Despite continued provision of defences, erosion of the cliffs, primarily as a result of groundwater conditions, would be likely to continue as observed historically at a rate between 0.05 and 0.5m/yr, with total erosion by 2055 predicted to be between 15 and 25m, although along localised sections cliff falls could occur resulting in several tens of metres of erosion.</p> <p>Erosion of the more resistant sandstone cliffs tends to be geologically controlled so there is not expected to be a noticeable increase in erosion rates due to sea level rise. However, the clay-rich cliffs are expected to be more sensitive to sea level rise and any increased in precipitation.</p> <p>The rate of erosion due to groundwater conditions within the clay-rich cliffs could increase due to any increase in rainfall. Due to uncertainty in the possible future changes in precipitation resulting from climate change, no direct account has been taken of this in the predictions.</p> <p>Sea level rise would also result in the submergence of shore platforms that front this</p>	<p>Even with the withdrawal of defences and stabilisation measures during this period, cliff erosion would continue as observed historically at a rate between 0.05 and 0.5m/yr, with total erosion by 2105 predicted to be between 30 and 50m, although along localised sections cliff falls could occur resulting in several tens of metres of erosion.</p> <p>The withdrawal of local defences is not sufficient to trigger greater recession as the primary control is groundwater and not toe erosion (due to the presence of the Portland Harbour Breakwaters).</p> <p>The rate of erosion due to groundwater conditions within the clay-rich cliffs could increase due to any increase in rainfall. Due to uncertainty in the possible future changes in precipitation resulting from climate change, no direct account has been taken of this in the predictions.</p> <p>As a result of high sea levels beaches are expected to narrow and in places may disappear as the rock platforms become submerged,</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>and once every 10 to 100 years in the slightly more resistant cliff areas.</p> <p>This Policy Scenario A assumes that the Portland Harbour breakwaters remain and are maintained, as these prevent significant wave action at the toe of the cliffs from causing greater rates of erosion.</p>	<p>section, and a possible narrowing of the small pocket beaches, although this effect may be reduced by sand sediment released from the cliffs tending to remain locally within the pocket beaches, whilst fines would be lost offshore.</p> <p>This Policy Scenario A assumes that the Portland Harbour breakwaters remain and are maintained, as these prevent significant wave action at the toe of the cliffs from causing greater rates of erosion.</p>	<p>resulting in increased exposure of the defences and cliff toe to wave action.</p> <p>This Policy Scenario A assumes that the Portland Harbour breakwaters remain and are maintained, as these prevent significant wave action at the toe of the cliffs from causing greater rates of erosion.</p>
Small Mouth to Osprey Quay (Portland Harbour)	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>The short lengths of low-level rock revetment along this section would need to be upgraded towards the end of this period to maintain current levels of protection and prevent erosion leading to an increased risk of flooding to low-lying land behind.</p> <p>Along Ham Beach, under Policy Scenario A, implementation is likely to involve monitoring of beach levels during this period.</p> <p>It is assumed that Portland Harbour breakwaters would be maintained during this period.</p>	<p>Upgrade of existing shoreline defence structures could be required during this period to maintain current levels of protection.</p> <p>Along Ham Beach, under Policy Scenario A, implementation is likely to involve monitoring of beach levels during this period.</p> <p>It is assumed that Portland Harbour breakwaters would be maintained during this period.</p>	<p>Upgrade of existing shoreline defences could be required during this period to maintain current levels of protection.</p> <p>Along Ham Beach, there may be a need for beach recharge to retain the beach in about its current position, and possibly even a secondary flood embankment, in order to protect the road that runs behind it.</p> <p>It is assumed that Portland Harbour breakwaters would be maintained during this period.</p>
	<p>There is likely to be little change in the shingle barrier Ham Beach that dominates the central part of this section, as there has been little change over the past century. This is as a result of reduced wave exposure along the beach during this time resulting from the presence of the Portland Harbour breakwaters.</p>	<p>Assuming the continued presence of the Portland Harbour breakwaters is retained by maintenance or upgrade works that would be required during this period, Ham Beach would remain largely stable as it has done historically.</p> <p>Sea level rise combined with a lack of new sediment input could begin to result in the</p>	<p>As a result of high sea levels and a lack of new sediment input, Ham Beach could become narrower and in places may disappear as it becomes submerged, resulting in increased risk of flooding to the low-lying land behind, including the main road to Portland. The beach in parts could also roll-back landwards and bolster the eastern</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>This situation is expected to remain during this period.</p> <p>Due to the importance of the breakwaters on maintaining the stability of the beach, it could be necessary to undertake maintenance works during this period to maintain the current levels of protection they provide.</p>	<p>narrowing of the beach and an increased risk of flooding to the low-lying land behind.</p>	<p>side of Chesil Beach if no intervention was taken.</p> <p>In order to achieve 'Hold the Line' under Policy Scenario A, beach recharge and/or a flood embankment could therefore be required along the Ham Beach section.</p>
Osprey Quay (Portland Harbour) to Grove Point	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>Defences along this section include rock revetment and quay walls associated with Portland Port, as well as the Portland Harbour breakwaters, which it is assumed would be maintained during this period under Policy Scenario A.</p>	<p>Upgrade of existing defences could be required during this period to maintain current levels of protection.</p> <p>It is assumed, under Policy Scenario A, that Portland Harbour breakwaters would be maintained during this period.</p>	<p>Upgrade of existing defences could be required during this period to maintain current levels of protection.</p> <p>It is assumed, under Policy Scenario A, that Portland Harbour breakwaters would be maintained during this period.</p>
	<p>The ongoing defence of this section would continue to prevent any discernable erosion of the cliffs that back them, with negligible recession having occurred over the past century this will continue to be the case over this period.</p>	<p>Much as for the Short Term, the continued presence of defences would lead to the continuation of negligible cliff recession as has occurred historically.</p> <p>Sea level rise could result in an increased risk of flooding to the low-lying land behind some of the defences, and it may be necessary to upgrade existing defences during this period to maintain the current levels of protection.</p>	<p>Much as for the Short and Medium Term, the continued presence of defences would lead to the continuation of negligible cliff recession as has occurred historically.</p> <p>Sea level rise could result in an increased risk of flooding to the low-lying land behind some of the defences, and it may be necessary to upgrade existing defences during this period to maintain the current levels of protection.</p>
Grove Point to Portland Bill	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>There are no defences present along this section.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>The majority of this section is dominated by very resistant limestone cliffs that experience only infrequent localised cliff failures. Continued very slow erosion of these resistant limestone cliffs, confined to joint planes or as a result of wave undercutting would occur during this period. Negligible cliffline movement is predicted for these areas.</p> <p>Any sediment released through cliff erosion will tend to be either retained very locally in the pocket beaches that indent the limestone cliffs (in the case of sand and shingle), or washed offshore (in the case of fines).</p>	<p>Cliff recession as has occurred historically will continue during this period for the resistant limestone cliffs. Negligible cliffline movement is predicted for these areas. Localised rock falls may occur although it is not possible to predict where these may occur. These are geologically controlled events and are unlikely to be affected by sea level rise.</p> <p>Sea level rise would result in the submergence of shore platforms that front this section, and a possible narrowing of the small pocket beaches.</p>	<p>Very slow erosion of the resistant limestone cliffs would continue at the same rates as today, therefore negligible change in cliffline position is predicted.</p> <p>As a result of high sea levels beaches are expected to narrow and in places may disappear as the rock platforms become submerged, resulting in increased exposure of the cliff toe to wave action.</p>
POLICY SCENARIO AREA: PORTLAND BILL TO THORNCOMBE BEACON			
Portland Bill to West Weare	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	<p>The majority of this section is dominated by very resistant limestone cliffs that experience only infrequent localised cliff failures. Continued very slow erosion of these resistant limestone cliffs, confined to joint planes or as a result of wave undercutting would occur during this period. Negligible cliffline movement is predicted for these areas.</p> <p>The north-west part of this section (around West Weare) the lower part of the cliffs are formed of clay, capped by limestone, and these experience</p>	<p>Cliff recession as has occurred historically will continue during this period for the resistant limestone cliffs. Negligible cliffline movement is predicted for these areas. Localised rock falls may occur although it is not possible to predict where these may occur. These are geologically controlled events and are unlikely to be affected by sea level rise.</p> <p>Erosion of the more erodible West Weare cliffs by 2055 is predicted to be between 5 and 10m, assuming an average retreat rate of about 0.1m/yr</p>	<p>Very slow erosion of the resistant limestone cliffs would continue at the same rates as today, therefore negligible change in cliffline position is predicted.</p> <p>The more erodible West Weare cliffs would be predicted to erode between 10 and 15m by 2105, although these cliffs are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>landslide events with a frequency of about 100 years or so, although the underlying erosion in this area is predicted to be between 2 and 10m during this period.</p> <p>Any sediment released through cliff erosion will tend to be either retained very locally in the pocket beaches that indent the limestone cliffs (in the case of sand and shingle), or washed offshore (in the case of fines).</p>	<p>as has occurred historically.</p> <p>However, these clay rich West Weare cliffs are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions.</p> <p>Sea level rise would also result in the submergence of shore platforms that front this section, and a possible narrowing of the small pocket beaches.</p>	<p>As a result of high sea levels beaches are expected to narrow and in places may disappear as the rock platforms become submerged, resulting in increased exposure of the cliff toe to wave action.</p>
Chiswell to Chesil Beach (Northern end of Osprey Quay)	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>Seawalls and revetments protect the toe of the cliff at the eastern end of this section, and also provide flood defence to the low-lying land located behind Chesil Beach. The crest of Chesil Beach is also protected for a short length by gabions, whilst behind the beach there is an interceptor drain that diverts water coming over and through Chesil Beach into Portland Harbour. This also forms part of the sea defence along with the seawall.</p> <p>Parts of the defences along the eastern end that front the cliffs by West Weare would need to be upgraded towards the end of this period.</p>	<p>Upgrade of existing defences could be required during this period to maintain current levels of protection.</p>	<p>Upgrade of existing defences could be required during this period to maintain current levels of protection.</p>
	<p>The short section of undefended Chesil Beach that extends north-west from the gabions that</p>	<p>The crest of Chesil Beach is predicted to move towards Portland Harbour by 2 and 4m between</p>	<p>The crest of Chesil Beach is predicted to move towards Portland Harbour by between 3 and 6m</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>stabilise the crest at Chiswell is able to respond naturally to storm events.</p> <p>It is predicted that the crest of the beach could migrate towards Portland Harbour by between 1 and 2m by 2025.</p> <p>The probability of a significant storm/swell wave event occurring, which could cause more extensive rollback of the beach, is low. However, should such an event occur during this period, then the beach could roll-back further and affect the defences and low-lying land behind, as well as cause the defended part of the beach at Chiswell to become more prominent and so increasingly exposed to wave action. Post-storm recovery would, however, be expected.</p>	<p>2025 and 2055.</p> <p>Where the shingle barrier fronts defences, particularly at the southern end, there could be beach steepening and narrowing during this time.</p> <p>The probability of a significant storm/swell wave event occurring that could cause more extensive rollback of the beach would increase during this period as a result of climate change impacts.</p> <p>Such an event could present a significant flood risk to the road and other assets that run behind the beach.</p>	<p>between 2055 and 2105. Where the shingle barrier fronts defences, particularly at the southern end, there could be beach steepening and narrowing during this time.</p> <p>The probability of a significant storm/swell wave event occurring that could cause more extensive rollback of the beach would increase during this period as a result of climate change impacts.</p> <p>Such an event could present a significant flood risk to the road and other assets that run behind the beach.</p>
Chesil Beach (Northern end of Osprey Quay) and The Fleet	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>There are no defences present along this section.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>
	<p>It is predicted that the crest of the beach could migrate towards The Fleet by between 1 and 2m by 2025 assuming a rate of about 0.1m/yr, as has been observed historically.</p> <p>The probability of a significant storm/swell wave event occurring that could cause more extensive rollback of the beach is low. However, should such an event occur during this period, then the beach could roll-back further and encroach upon The Fleet, and possibly (although unlikely during</p>	<p>The crest of Chesil Beach is predicted to move towards The Fleet by 2 and 4m between 2025 and 2055 assuming a rate of about 0.1m/yr, as has been observed historically.</p> <p>The probability of a significant storm/swell wave event occurring that could cause more extensive rollback of the beach would increase during this period. As such, the risk of The Fleet being cut-off at Wyke Narrows increases slightly during this period. Such an event could also present a</p>	<p>The crest of Chesil Beach is predicted to move towards The Fleet by 3 and 6m between 2055 and 2105 assuming a rate of about 0.1m/yr, as has been observed historically.</p> <p>The probability of a significant storm/swell wave event occurring that could cause more extensive rollback of the beach would increase during this period. As such, the risk of The Fleet being cut-off at Wyke Narrows increases further during this period. Such an event could also present a</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>this period) become attached to the mainland in the vicinity of Wyke Narrows, effectively cutting off The Fleet to tidal influence from Portland Harbour.</p> <p>The coastal slopes that are located on the landward side of The Fleet experience only small scale, very infrequent landslides, thought likely to be the result of groundwater conditions. These events would continue to occur at similar frequencies and scales as has occurred historically, with total erosion of up to 10m predicted to occur in localised areas by 2025.</p> <p>The eastern side of Chesil Beach that borders Portland Harbour would remain stable due to the continued effect of the Portland Harbour breakwaters that are assumed will remain and be maintained during this period and which protect this side of the shingle barrier from exposure to large wave events.</p>	<p>significant flood risk to the road and other assets that run behind the beach towards Portland at the eastern end of this section.</p> <p>The coastal slopes that are located on the landward side of The Fleet experience only small scale, very infrequent landslides, thought likely to be the result of groundwater conditions. These events would continue to occur at similar frequencies and scales as has occurred historically, although possible future changes in precipitation could cause an increase in the frequency of event. However, due to uncertainty about future precipitation, no direct account has been taken of this in the predictions. Maximum erosion of up to 10m could occur in localised areas by 2055.</p> <p>The eastern side of Chesil Beach that borders Portland Harbour would remain stable due to the continued effect of the Portland Harbour breakwaters that are assumed will remain and be maintained during this period and which protect this side of the shingle barrier from exposure to large wave events.</p>	<p>significant flood risk to the road and other assets that run behind the beach towards Portland at the eastern end of this section.</p> <p>The coastal slopes that are located on the landward side of The Fleet experience only small scale, very infrequent landslides, thought likely to be the result of groundwater conditions. These events would continue to occur at similar frequencies and scales as has occurred historically, although possible future changes in precipitation could cause an increase in the frequency of event. However, due to uncertainty about future precipitation, no direct account has been taken of this in the predictions. Maximum erosion of up to 10m could occur in localised areas by 2105.</p> <p>The eastern side of Chesil Beach that borders Portland Harbour would remain relatively stable due to the continued effect of the Portland Harbour breakwaters that are assumed will remain and be maintained during this period, and which protect this side of the shingle barrier from exposure to large wave events.</p> <p>The eastern side of Chesil Beach would not be bolstered during this period by the roll-back of Ham Beach onto the Chesil barrier in response to rising sea levels, as the policy for Ham Beach is to 'Hold the Line' under Policy Scenario A.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Abbotsbury to Cogden Beach	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	This section has remained largely unchanged over the past century, and it is predicted that this will remain the case during this period to 2025. The extensive shingle barrier beach will continue to prevent erosion and flooding of the low cliffs, slopes and lowlands behind. The probability of a significant storm/swell wave event occurring that could cause more extensive rollback of the beach is low. However, should such an event occur during this period, then the beach could roll-back further and encroach upon the low-lying land, although the extent of roll-back would be restricted by the gradual rising of the coastal slopes that are located behind the beach.	This section has remained largely unchanged over the past century due to a net balance of longshore sediment transport, and it is predicted that this will remain the case during this period to 2055, although at the same time the beach could also retreat slightly over this period. The probability of a significant storm/swell wave event occurring that could cause more extensive rollback of the beach would increase during this period as a result of climate change impacts.	This section has remained largely unchanged over the past century due to a net balance of longshore sediment transport, and it is predicted that this will remain the case during this period to 2105. The effect of sea level rise could lead to an acceleration in the rate of retreat during this period, as well as an increased risk of flooding of the lowland marshes and lagoons, such as Burton Mere, that back this section of beach. The probability of a significant storm/swell wave event occurring that could cause more extensive rollback of the beach would increase during this period as a result of climate change impacts.
Cogden Beach to Hive Beach, (Burton Bradstock)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The section is fronted by Chesil Beach which narrows in front of the clay cliffs compared to the much wider beach that fronts the low-lying area at Hive Beach, Burton Bradstock to the west of this section. The beach has shown negligible change over the past 100 years, although short	As a result of accelerated sea level rise, the historical trend of beach stability could change to one of erosion. Where the beaches are backed by cliffs, the beaches would be unable to retreat in response to the sea level rise therefore there could be beach steepening and narrowing along	As a result of high sea levels the beach fronting the cliffs along this section are expected to narrow further and in places may disappear. This could result in a slight increase in the rate of cliff erosion. The simple clay cliffs along this section would therefore be expected to erode between

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>term fluctuations as a result of storms do occur. It is predicted that the beach will continue to experience similar stability during this period to 2025.</p> <p>The probability of a significant storm/swell wave event occurring that could cause more extensive rollback of the beach on to the low-lying parts of this section is low.</p> <p>The simple low clay cliffs along this section would retreat between 2 and 3m by 2025.</p>	<p>this section. This, in turn, could slightly increase the rate of cliff toe erosion and therefore failure.</p> <p>Along the low-lying sections of coast, the natural trend would be for barrier roll-back and the probability of a significant storm/swell wave event occurring that could cause more extensive rollback of the beach on to the low-lying parts of this section would increase during this period.</p> <p>The simple clay cliffs along this section would be expected to erode between 7 and 13m by 2055.</p>	<p>14 and 53m by 2105.</p> <p>Along the low-lying sections of coast there would be beach roll-back and the probability of a significant storm/swell wave event occurring that could cause more extensive rollback of the beach on to the low-lying parts of this section would increase during this period.</p>
Hive Beach, (Burton Bradstock)	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = No Active Intervention
	<p>There is a small section of defence associated with Hive Beach car park at Burton Bradstock, as well as a small length of gabions along the cliff at the western end of this section.</p> <p>Continued maintenance and upgrade of the short section of defence associated with the car park and tourist facilities is assumed under this policy. It is not, however, intended that the gabions along the cliffs immediately to the west, or the defences currently defending a bungalow, would be maintained.</p>	<p>Maintenance of the defences associated with the car park and tourist facilities would be required to retain them in reasonable functioning condition, whilst monitoring of beach levels in front of them would be carried out to determine the extent of coastal squeeze.</p>	<p>As the beach narrows in front of the defences associated with the car park and tourist facilities, the present defence line would be unsustainable to maintain and so maintenance would not continue during this period. As such, there would be a need to relocate assets away from the risk area during this period to accommodate beach roll back.</p> <p>This is unlikely to increase flood risk to assets inland due to rising topography behind the beach.</p>
	<p>The section is fronted by Chesil Beach which forms a much wider beach along the Burton Bradstock frontage compared to the cliffs either side of this section. The beach has shown negligible change over the past 100 years, although short term fluctuations as a result of</p>	<p>As a result of accelerated sea level rise, the historical trend of beach stability could change to one of erosion. Where the beach is backed by defences along this section, it would be less able to retreat in response to the sea level rise therefore there could be beach steepening and</p>	<p>There would be no further maintenance of defences during this period, and so the coast will gradually return to a more natural state as defences deteriorate and their influence diminishes.</p> <p>This would allow the beach to roll-back naturally</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>storms do occur. It is predicted that the beach will continue to experience similar stability during this period to 2025.</p> <p>The probability of a significant storm/swell wave event occurring that could cause more extensive rollback of the beach on to the low-lying area behind the car park is low.</p> <p>The retention of the short section of defences associated with the car park and tourist facilities are already set back from the beach and therefore would be unlikely to affect the natural functioning of the beach and adjacent, undefended cliffs.</p>	<p>narrowing along this section. This, in turn, could slightly increase the risk of failure of defence due to the increased exposure to wave action.</p> <p>Along this low-lying section of coast, the natural trend would be for barrier roll-back. The probability of a significant storm/swell wave event occurring that could cause more extensive rollback of the beach on to the low-lying part of this section would increase during this period.</p> <p>Given the long term aim under Policy Scenario A, new defences would not be constructed during this period, and it may be necessary to develop measures in the medium term to relocate assets away from the area of risk. This would allow the beach to roll-back landward in response to sea level rise and so conserve more beach material locally within the small embayment that would be expected to develop. This in turn would provide a more robust natural defence line in front of the rising land behind.</p>	<p>in response to sea level rise and would be expected to form a small embayment within which a more stable beach form would develop. This in turn would provide a more robust natural defence in front of the rising land behind.</p> <p>In allowing this section to become more natural during this period, it is likely that the defences bordering the cliffs along this section may become technically difficult to sustain in the long term, and realignment of these defences along with cliff top assets they protect may also need to be considered during this period.</p>
Burton Cliff, (Burton Bradstock)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	This section is dominated by bedded sandstone cliffs up to 40m high. These sandstone cliffs fail as a result of wave undercutting at the toe about every 10 years. These cause localised small scale losses. It is predicted that between 2 and 3m of	Erosion of the sandstone cliffs is expected to continue as observed historically at a rate of about 0.14m/yr as a minimum, although this could accelerate in response to rising sea levels, with total erosion by 2055 predicted to be between 7	Erosion of the sandstone cliffs is expected to continue as observed historically at a rate of about 0.14m/yr as a minimum, although this could accelerate in response to rising sea levels, with total erosion by 2105 predicted to be between 14

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>sandstone cliff could be lost to erosion by 2025.</p> <p>The section is fronted by Chesil Beach which narrows in front of these sandstone cliffs compared to the much wider beach that fronts the low-lying area at Hive Beach, Burton Bradstock, to the east of this section. The beach has shown negligible change over the past 100 years, although short term fluctuations as a result of storms do occur. It is predicted that the beach will continue to experience similar stability during this period to 2025.</p>	<p>and 10m.</p> <p>As a result of accelerated sea level rise, the historical trend of beach stability could change to one of erosion. Where the beaches are backed by cliffs along this section, the beach would be unable to retreat in response to the sea level rise therefore there could be beach steepening and narrowing along this section. This, in turn, could slightly increase the rate of cliff toe erosion and therefore failure.</p>	<p>and 35m.</p> <p>As a result of high sea levels the beach fronting the sandstone cliffs are expected to narrow further and in places may disappear. This could result in a slight increase in the rate of cliff erosion, although the rate of erosion will be restricted due to the resistance of the cliffs.</p>
Freshwater Beach	Policy Assessed = Hold the Line	Policy Assessed = Managed Realignment	Policy Assessed = Hold the Line
	<p>This section of coast has no hard defences, but is subject to regular beach re-cycling and re-profiling as part of ongoing beach management practices. This also involves unblocking of the river outlet and redistribution of sediment and reprofiling when required.</p>	<p>Ongoing beach management activities to manage river levels would occur during this period.</p> <p>The beach would be allowed to retreat landwards in response to sea level rise in order to retain sufficient beach material along this section. Additional flood embankments may be required in land to reduce the risk of flooding to Burton Bradstock that may result from this.</p>	<p>Ongoing beach management activities to manage river levels would occur during this period. There would also need to be maintenance of flood defences to reduce the risk of flooding to Burton Bradstock.</p>
	<p>The beach along this section sits within a natural indent along this drift fed shoreline. The beach levels along this section fluctuate over time, although the very recent past has seen a trend of accretion, although the effect of ongoing beach management activities help to keep the beach relatively stable. This is unlikely to change during this period.</p>	<p>It is possible that the recent period of stability would change to one of beach retreat, due to sea level rise. The natural response of the beach would be to migrate landwards into the low-lying bay. The volume of sediment should mean the shingle beach is relatively resilient to change although risk of overtopping could increase during this period.</p>	<p>The natural beach response to sea level rise would be to retreat onto the low-lying land behind. The beach would probably retreat at a faster rate than the adjacent cliffs, forming a slight embayment, which could mean greater stability. It is likely therefore that beach would remain relatively resilient as it moves into the bay and at a similar volume to present.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>Therefore, during this period the beach is likely to remain quite stable, with little net change in plan shape expected. The western end of the beach, where the caravan park as been built out artificially, is the greatest area of risk. Here, any erosion of the shingle beach could reveal the easily eroded material upon which the park has been built, resulting in more rapid erosion at this location.</p> <p>The probability of a significant storm/swell wave event occurring that could cause rollback of the beach on to the low-lying land that lies behind the beach is low during this period.</p> <p>The discharge of the River Bride through and over the beach at the eastern end of this section is intermittent, with beach material periodically closing the river mouth off (although this is now largely a managed process).</p> <p>There would be continued sediment linkages to adjacent beaches as the periodic blocking and unblocking of the river would continue.</p>	<p>In addition, erosion of the adjacent cliffs over this period may lead to the slight increase in exposure of the defended beach to wave action, as it becomes slightly more prominent along the shoreline.</p> <p>Given these changes, ongoing beach management activities would struggle to continue to retain the beach in about its present position and so it would be necessary to allow natural retreat of the beach landwards, but considering a set-back defence line to retain some protection.</p> <p>It is likely that this could lead to the beach forming more of an embayment between the adjacent cliffs which could ultimately provide a more stable beach form.</p> <p>The probability of a significant storm/swell wave event occurring that could cause rollback of the beach on to the low-lying land that lies behind the beach would increase during this period as a result of climate change impacts.</p>	<p>Erosion of the cliffs either side would provide sediment to the lower foreshore, but littoral drift could be reduced as beaches narrow at the toe of the cliffs.</p> <p>The risk of inland flooding due to the river blockages at the mouth would continue to be managed as part of ongoing beach management activities.</p> <p>The probability of a significant storm/swell wave event occurring that could cause rollback of the beach on to the low-lying land that lies behind the beach would increase during this period.</p>
East Cliff (West Bay)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	This section is dominated in its western part by bedded sandstone cliffs up to 40m high. These sandstone cliffs fail as a result of wave undercutting at the toe about every 10 years.	As a result of accelerated sea level rise, the historical trend of stability could change to one of erosion. As the beaches are backed by relatively resistant cliffs, the beaches would be unable to	Beach narrowing and steepening would continue, with erosion of the sandstone cliffs continuing, with total erosion by 2105 predicted to be between 14 and 35m. There would be a feed of

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>These cause localised small scale losses. It is predicted that between 2 and 3m of sandstone cliff could be lost to erosion by 2025.</p> <p>The section is fronted by Chesil Beach which narrows in front of the sandstone cliffs compared to the much wider beach that fronts the adjacent sections. The beach has shown negligible change over the past 100 years, although short term fluctuations as a result of storms do occur. It is predicted that the beach will continue to experience similar stability during this period to 2025.</p>	<p>retreat in response to the sea level rise therefore there could be beach steepening and narrowing along this section. This, in turn, could slightly increase the rate of cliff toe erosion and therefore failure, although ultimately the rate of erosion will be restricted due to the natural resistance of the cliffs.</p> <p>The total erosion of the sandstone cliffs by 2055 is predicted to be between 7 and 10m.</p> <p>This cliff erosion will contribute to the beach sediment budget both locally and to adjacent beaches, although drift rates tend to be low along this frontage. These drift rates are unlikely to be affected by management of the adjacent sections of coast.</p>	<p>sediment to the beaches, but the accelerated rate of sea level rise is likely to mean that only very narrow beaches would remain.</p> <p>Rates of sediment drift along this section are unlikely to be affected by management of the adjacent sections of coast.</p>
West Bay (East Beach to eastern pier)	<p>Policy Assessed = Hold the Line</p>	<p>Policy Assessed = Hold the Line</p>	<p>Policy Assessed = Hold the Line</p>
	<p>Under Policy Scenario A, 'Hold the Line' refers to maintaining the eastern West Bay harbour arm, which will continue to control the western end of the beach along this section.</p> <p>The majority of this section of coast has no hard defences along its length, but is subject to regular beach re-cycling and re-profiling as part of ongoing beach management practices that serve to provide flood protection to low-lying areas behind.</p>	<p>Ongoing beach management activities to retain beach for flood protection purposes. This may include beach recharge during this period in addition to beach re-cycling and re-profiling.</p> <p>It is assumed under Policy Scenario A that the eastern harbour arm at West Bay is maintained and so will continue to influence the beach along this section. It is therefore possible that the harbour pier may need to be upgraded towards the end of this period in order to achieve this.</p>	<p>Ongoing beach management activities to retain beach for flood protection purposes. This may include beach recharge during this period in addition to beach re-cycling and re-profiling.</p> <p>This may become increasingly technically difficult to sustain during this period and secondary defences inland may also need to be considered.</p> <p>It is assumed under Policy Scenario A that the eastern harbour arm at West Bay is maintained and so will continue to influence the beach along this section. It is therefore possible that the harbour pier may need to be upgraded during this</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
			period in order to achieve this.
	<p>Beach management activities are undertaken to maintain the beach for sea defence purposes and so reduce the risk of flooding to the low-lying land behind. The result of this ongoing practice is that there has been very little net change in beach position, although the beach can fluctuate by up to 60m in between management activities being undertaken.</p> <p>The probability of a significant storm/swell wave event occurring that could cause either rollback of the beach on to the low-lying land that lies behind the beach, or draw-down and loss of material to the offshore, is low during this period.</p>	<p>Ongoing beach management activities will continue to retain the beach in about its present position.</p> <p>Erosion of the adjacent cliff to the east over this period may lead to the slight increase in exposure of the defended beach to wave action, as it becomes slightly more prominent along the shoreline. This will make beach management increasingly more difficult.</p> <p>The probability of a significant storm/swell wave event occurring that could cause rollback of the beach on to the low-lying land that lies behind the beach, or draw-down and loss of material to the offshore, would increase during this period.</p>	<p>Ongoing beach management activities will continue to retain the beach in about its present position.</p> <p>Erosion of the adjacent cliff to the east over this period may lead to the slight increase in exposure of the defended beach to wave action, as it becomes slightly more prominent along the shoreline. This would have issues for the technicality of maintaining a beach in its current state and a secondary defence line may need to be considered to ensure adequate flood protection is maintained to the developed area of West Bay should an extreme event occur that causes the beach to be lowered for a period before intervention can restore it.</p> <p>The probability of a significant storm/swell wave event occurring that could cause rollback of the beach on to the low-lying land that lies behind the beach, or draw-down and loss of material to the offshore, would increase during this period.</p>
West Bay (West Beach from eastern pier) to West Cliff (East) [includes West Bay Harbour]	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>There is a range of defences within this section that primarily provides defence against flooding, including seawalls, rock groynes and sluices to control the discharge of the River Brit through West Bay Harbour itself.</p> <p>The cliff toe at the eastern part of this section is</p>	<p>Upgrade of the seawall and promenade is likely to be required during the early part of this period in order to maintain the current level of protection. It is likely that further beach recharge will be required to achieve this.</p> <p>It is assumed under Policy Scenario A that the</p>	<p>Upgrade of all of the defences is likely to be required during this period in order to maintain the current level of protection. It is likely that further beach recharge will be required to achieve this.</p> <p>It is assumed under Policy Scenario A that the</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
<p>protected from erosion by a seawall and promenade.</p> <p>This policy would see all of these structures maintained, and possibly require beach recharge in order to do so during this period.</p>	<p>western harbour arm at West Bay is maintained and so will continue to influence the beach along this section. It is therefore possible that the harbour pier may need to be upgraded towards the end of this period in order to achieve this.</p>	<p>western harbour arm at West Bay is maintained and so will continue to influence the beach along this section. It is therefore possible that the harbour pier may need to be upgraded towards the end of this period in order to achieve this.</p>	
	<p>The piers at the entrance to West Bay Harbour have a significant local influence upon littoral processes, as do the rock groynes to the west of the harbour, which prevent influx of new material to this section from either east or west.</p> <p>The seawall prevents wave action from eroding the toe of the eastern part of West Cliff, which is a degraded sandstone cliff.</p> <p>The beach fronting the seawall along this section has eroded significantly during the past century, and experiences scour during storm events due to the effect of the seawall.</p> <p>Coastal squeeze as a result of sea level rise could become increasingly significant as there is very little new sediment input to the beach, and because the beach is already very narrow.</p>	<p>Sea level rise could continue to cause coastal squeeze, with the narrowing of the beach and an increase in flood risk along this section. It is not likely that there will be any increased feed of sediment into this area during this period.</p> <p>It is anticipated that there will be a need to increase the size of the seawall along this section in the early part of this period to take account of future sea level rise and so maintain current levels of protection.</p> <p>Other new defences such as possibly control structures and/or beach recharge could also be required during this period to maintain current levels of protection. At the western end of this section, there is also a risk of outflanking due to retreat of adjacent undefended cliffs, and action may also be required to address this risk during this period.</p> <p>This would be unlikely to impact on East Beach or the coast to the east due to the impact of the pier on sediment linkages.</p>	<p>As a result of high sea levels the beach fronting the defences is expected to narrow further and in places may disappear.</p> <p>New defences with possibly control structures and/or beach recharge could therefore be required during this period to maintain current levels of protection. At the western end of this section, there is also a risk of outflanking due to retreat of adjacent undefended cliffs, and action may also be required to address this risk during this period.</p> <p>This would be unlikely to impact on East Beach or the coast to the east due to the impact of the pier on sediment linkages.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
West Cliff (East) to Thorncombe Beacon	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	West Cliff is undefended along this section and is predicted to erode by between 5 and 50m by 2025. Cliff failures along West Cliff occur about every 10 years and cause the loss of between 10 and 50m of cliff top in a single event. The clay-rich cliffs towards the west of this section experience failures at a similar frequency as West Cliff although with a lesser magnitude per event. The underlying rate of erosion of these more cliffs is also similar to West Cliff, although with greater uncertainty, giving rise to total erosion of between 5 and 20m predicted along this part by 2025.	West Cliff is predicted to erode as historically during the period 2025 and 2055 by between 15 and 125m, whilst the cliffs to the western end of this section are predicted to erode between 10 and 50m over the same period. There would be a feed of coarse sediment from erosion of cliffs to the west, which should help retain a small beach at Eype although this would be hindered by the continued presence of the headland at Thorncombe Beacon. The clay rich cliffs are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions.	West Cliff is predicted to erode as historically during the period 2055 and 2105 by between 35 and 250m, whilst the cliffs to the western end of this section are predicted to erode between 25 and 100m over the same period. There would be an input of coarser sediment from the east which will feed beaches here, although this would be hindered by the continued presence of the headland at Thorncombe Beacon. The clay rich cliffs are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions.
POLICY SCENARIO AREA: THORNCOMBE BEACON TO BEER HEAD			
Thorncombe Beacon to Seatown (East)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section, although this section does cover the car park at Seatown, on the eastern side of the River Winniford that discharges to the sea at this location, which is only protected by naturally functioning cliffs..	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>This section would continue to evolve naturally.</p> <p>The clay-rich cliffs along this section experience complex landslide behaviour with cyclic backscar retreats as a result of short (episodic) events causing rapid retreat by rotational landsliding.</p> <p>These episodic events along this section occur about every 10 years on a small scale, although the underlying erosion is predicted to be as historically and result in total average erosion of between 10 and 20m by 2025.</p> <p>This could cause some loss of the car park at Seatown as a result.</p>	<p>These clay rich cliffs are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions.</p> <p>Therefore the rate of cliff erosion is likely to increase from that observed historically, with total erosion of this section between 2025 and 2055 predicted to be between 30 and 50m, although the effects of sea level rise would be outweighed by large landslide events that could occur during this period.</p> <p>Any coarse sediment released through cliff erosion should feed the beach at Eype, meaning that a beach should be retained here.</p> <p>Thorncombe Beacon acts as a barrier to drift therefore there is no sediment interaction with the beaches to the east.</p>	<p>These clay rich cliffs are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions.</p> <p>Therefore the rate of cliff erosion is likely to increase from that observed historically, with total erosion of this section between 2055 and 2105 predicted to be between 70 and 100m, although the effects of sea level rise would be outweighed by large landslide events that could occur during this period.</p> <p>The beach at Eype will be fed by any release of coarse sediment from cliff erosion, with any fines being lost offshore. Thorncombe Beacon would continue to act as a barrier to drift to the east.</p>
Seatown	Policy Assessed = Hold the Line	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>A rock revetment extends along the toe of part of the cliff that fronts the western part of Seatown. This prevents wave action from eroding the cliff toe in this area.</p> <p>Maintenance of this defence (along with infrastructure that also affords some defence) would occur during this period to allow measures</p>	<p>The measures developed in the short term would be implemented during this period in order to relocate assets away from the area of risk, and so allow intervention to be withdrawn, in line with the policy of 'No Active Intervention'.</p>	<p>There would be no defences present by the end of this period, with assets having been relocated away from area of risk in the medium term. Monitoring of recession rates would however be required to ensure that the area of risk is kept up-to-date.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	to be put in place to manage the process of moving assets away from the area of risk during the medium term as the policy changes to one of no active intervention. This would also allow some extension of defences westward during this period to achieve the medium to long term aim such that the 1996 scheme life is provided as far as possible.		
	<p>Despite the presence of defences along the toe of the cliff at Seatown, erosion still occurs as a result of groundwater conditions as episodic events, all be it at a lower average rate than the adjacent undefended cliffs to the east and west of Seatown. An extension westwards of the defences by about 15m to maintain the required protection of the scheme implemented in 1996 has already been required to protect against outflanking of the defences already.</p> <p>Cliff erosion would continue to occur as historically, with total erosion of between 5 and 20m predicted by 2025.</p> <p>By the end of this period, the greater erosion of the adjacent cliffs could lead to the Seatown frontage becoming slightly more prominent along the shoreline and as such, increasingly exposed to wave action.</p>	<p>These clay rich cliffs are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions.</p> <p>The withdrawal of defence maintenance during this period will lead to cliff recession by the end of this period occurring at a similar rate to the adjacent cliffs (due to the reduction in the effect of defences as they deteriorate). Cliff erosion would continue at a faster rate than historically, with total erosion of up to 50m predicted by 2055, although the effects of sea level rise would be outweighed by large landslide events that could occur during this period.</p> <p>The beaches will receive some sediment from the cliff erosion, although any fines will be lost offshore. It is anticipated that additional sediment input will enter Seatown beach from the west as erosion of the lobe of sediment at Golden Cap is removed, and this may serve to reduce wave</p>	<p>These clay rich cliffs are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions.</p> <p>The withdrawal of defence maintenance and their subsequent loss in the medium term will result in a naturally functioning cliff and shoreline during this period.</p> <p>Cliff erosion would therefore continue to occur at increased rates from historically, with total erosion of up to 100m predicted by 2105, although the effects of sea level rise would be outweighed by large landslide events that could occur during this period.</p> <p>Sediment supply to the beach at Seatown would continue from the west. Despite these inputs, the net trend under sea level rise would be for beaches to migrate landwards. Seatown sits within a slight indent within the embayment, therefore a</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		<p>exposure at the cliff toe and so serve to slow the rate of recession by counter-acting the effect of sea level rise.</p> <p>Under accelerated sea level rise the beach would be expected to retreat landwards into the embayment within which Seatown sits. The beaches will therefore narrow at the western and eastern extremities.</p>	<p>beach would be retained here.</p> <p>However should Golden Cap experience a large landslide event then a new lobe would form and cut off this supply. If this occurs, then the beach would likely narrow relatively rapidly, exacerbated by sea level rise.</p>
Seatown (West) to Golden Cap	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	<p>The clay-rich cliffs along this section experience complex landslide behaviour with cyclic backscar retreats as a result of short (episodic) events causing rapid retreat by rotational landsliding.</p> <p>These episodic events along this section occur about every 10 years on a small scale, although the underlying erosion is predicted to be as historically at a rate of about 0.7m/yr, resulting in total erosion of between 10 and 20m by 2025.</p> <p>This erosion would result in some beach feed although fines would be lost offshore. Therefore beaches would be maintained at the toe of the cliffs. A previous landslide event has resulted in a lobe of debris cutting off longshore sediment transport feeding beaches to the east. It is anticipated that this will gradually erode and be</p>	<p>These clay rich cliffs are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions.</p> <p>Cliff erosion is likely to occur at a faster rate than historically, with total erosion of this section by 2055 predicted to be between 35 and 50m, although the effects of sea level rise would be outweighed by large landslide events that could occur during this period.</p> <p>Any large scale events that occur during this period could result in a lobe of sediment interrupting the sediment drift, which could impact on adjacent beaches.</p>	<p>These clay rich cliffs are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions.</p> <p>Cliff erosion is likely to occur at a faster rate than historically, with total erosion of this section by 2105 predicted to be between 70 and 100m, although the effects of sea level rise would be outweighed by large landslide events that could occur during this period.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	largely removed as a barrier to transport by 2025.		
Golden Cap to Charmouth (East)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	<p>The clay-rich cliffs along this section experience complex landslide behaviour with cyclic backscar retreats as a result of short (episodic) events causing rapid retreat by rotational landsliding.</p> <p>The frequency and magnitude of these events varies depending upon specific local geology that comprise each individual cliff, although large events occur about every 100 years or so.</p> <p>Throughout this section, erosion would continue as historically, with variable erosion occurring along the shoreline at rates ranging from 0.1 to 1.0m/yr.</p> <p>At Golden Cap, total erosion of between 3 and 50m is predicted by 2025, whilst at Stonebarrow erosion of 7 to 50m is predicted, and 17 to 50m of erosion is predicted at Broom Hill over the same period.</p>	<p>These clay rich cliffs are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions.</p> <p>Cliff erosion is likely to occur at faster rates than historically, although the effects of sea level rise would be outweighed by large landslide events that could occur during this period, with total erosion of this section by 2055 predicted to be between 8 and 50m at Golden Cap; 20 to 50m at Stonebarrow, and 40 to 50m at Broom Hill.</p> <p>These varying rates of erosion would lead to Golden Cap developing into a more defined headland, with the cliffs to the west becoming more set-back forming a shallow embayment. This is not likely to affect adjacent beaches, as Golden Cap is already a barrier to littoral transport.</p>	<p>Cliff erosion is likely to occur at faster rates than historically, although the effects of sea level rise would be outweighed by large landslide events that could occur during this period, with total erosion of this section by 2105 predicted to be between 17 and 50m at Golden Cap; 40 and 50 at Stonebarrow, and 50 and 100m at Broom Hill.</p> <p>These varying rates of erosion would lead to Golden Cap developing into a more defined headland, with the cliffs to the west becoming increasingly set-back forming a deepening embayment. This is not likely to affect adjacent beaches, as Golden Cap is already a barrier to littoral transport.</p>
Charmouth	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Managed Realignment
	Defences are present at the eastern end of this section at Charmouth, where a short length of seawall and promenade provides flood protection.	Upgrade of the defences at Charmouth may be required during this period in order to maintain the current level of protection.	It is likely that continued provision of defences at Charmouth would become unsustainable during this period, and so a secondary line of local flood

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>It is probable that upgrade of these defences would be required towards the end of this period in order to maintain the current level of protection.</p>	<p>There may also be a need to consider defence measures on the western side of Charmouth as the undefended cliffs to the west retreat and cause outflanking.</p>	<p>defence would be provided landwards of the current defence line to allow the beach to roll back landwards in a more natural way.</p> <p>As the cliffs to the west retreat, measures to slow but not prevent cliff erosion may need to be considered during this period in order to relocate cliff top assets away from areas of risk.</p>
	<p>The seawall and promenade at Charmouth backs a sandy beach with shingle veneer and protects low-lying land behind from flooding.</p> <p>There is limited beach present in front of the defences and this would continue to narrow during this period as a result of sea level rise. This could become increasingly significant as there is very little new sediment input to the beach from cliff erosion to the west, and could result in undermining of the rock revetment and accelerate failure of the seawall at the car park without the defences being upgraded during this period. Defences would also become increasingly exposed and therefore the risk of overtopping would increase.</p> <p>This defended section could also begin to become outflanked by the continued erosion of the undefended cliffs to the west by the end of this period.</p>	<p>Sea level rise could continue to cause coastal squeeze in the section fronting the seawall at Charmouth, with the narrowing of the beach and an increase in flood risk along this section.</p> <p>The risk of this section becoming outflanked by the continued erosion of the undefended cliffs to the west will increase throughout this period and therefore defence works could be required, although these would need to be consistent with the long term aim of allowing the coast to retreat.</p> <p>During this period, in line with the long term policy of Managed Realignment, exit strategies and plans for asset relocation will need to be developed.</p>	<p>Sea level rise could continue to cause coastal squeeze in the section fronting the seawall at Charmouth, with the narrowing of the beach and an increase in flood risk along this section.</p> <p>The risk of this defended section becoming outflanked by the continued erosion of the undefended cliffs to the west will also increase throughout this period.</p> <p>The combined effects of sea level rise and outflanking would make it unsustainable to continue to provide defence along the current alignment. Therefore managed realignment of the coast allowing roll back of the beach onto backing low lying land towards a secondary line of defence would occur during this period. This would allow a more naturally functioning beach to be retained in this area, likely within a small embayment between adjacent cliffs.</p>
Charmouth (West) to East	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section.	No defences.	No defences.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Cliff (Lyme Regis)	This section would continue to evolve naturally.	This section would continue to evolve naturally.	This section would continue to evolve naturally.
	<p>This section consists of clay-rich cliffs that experience complex landslide behaviour with cyclic backscar retreats as a result of short (episodic) events causing rapid retreat by rotational landsliding. The frequency and magnitude of these events varies depending upon specific local geology that comprise each individual cliff, although large events occur about every 100 years or so causing recession of more than 50m per event. The most recent event occurred in May 2008 within The Spittles complex, and resulted in around 50m of cliff top recession along a 400m length, and which was considered to be the largest event in this area for around 25 years.</p> <p>Throughout this section, erosion would continue as historically, with variable erosion occurring along the shoreline at rates ranging from 0.2 to 3.3m/yr, although rates vary greatly depending upon the time period looked at as a result of landslide events causing distortions in the data.</p> <p>By 2025, the east and central parts of Black Ven are predicted to erode between 7 and 50m. Over this same period, Black Ven West is predicted to erode by 10 to 50m, whilst The Spittles is predicted to erode by about 10m. However it is possible that landslide events may periodically occur that cause greater amounts of recession</p>	<p>Due to the sensitivity of these cliffs to climate change, cliff erosion is likely to increase from rates observed historically. Although the rate of erosion could increase both due to sea level rise and an increase in rainfall, due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions. Sea level rise would result in the submergence of the fronting beaches and shore platforms (ledges), resulting in more rapid erosion of the cliffs behind. However the effects of sea level rise are likely to be outweighed by large landslide events that could occur during this period,</p> <p>The east and central parts of Black Ven are predicted to experience total erosion of between 20 and 50m over this period, whilst Black Ven West is predicted to erode by 30 to 50m, and The Spittles by 25 to 50m. However it is possible that landslide events may periodically occur that cause greater amounts of recession although it is not possible to predict this.</p> <p>A larger amount of recession could occur during this period as a result of large landslide events that occur about every 100 years or so causing recession of more than 50m per event. However, without further detailed investigation, it is uncertain as to exactly where and when such a</p>	<p>Due to the sensitivity of these cliffs to climate change, cliff erosion is likely to increase from rates observed historically. Although the rate of erosion could increase both due to sea level rise and an increase in rainfall, due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions. Sea level rise would result in the submergence of the fronting beaches and shore platforms (ledges), resulting in more rapid erosion of the cliffs behind.</p> <p>Due to differences in cliff composition, total erosion by 2105 would occur at variable rates. The east and central parts of Black Ven are predicted to have eroded between 40 and 50m over this period, whilst Black Ven West is predicted to have eroded by 50 to 60m, and The Spittles by about 50m. However it is possible that landslide events may periodically occur that cause greater amounts of recession although it is not possible to predict this.</p> <p>If not already happened in the medium term, a larger amount of recession could occur during this period as a result of large landslide events that occur about every 100 years or so causing recession of more than 50m per event. However, without further detailed investigation, it is uncertain as to exactly where and when such a</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>although it is not possible to predict this.</p> <p>Continued beach narrowing as a result of sea level rise could become increasingly significant as there is very little new sediment input to the beach. The large scale landslides also act as a barrier to any sediment transport along this section. Locally there could be beach building sediment released from the cliffs, in particular Black Ven West cliffs.</p>	<p>large scale event would occur.</p> <p>These effects may be mitigated by the release of beach building material from the significant erosion along this section, particularly at Black Ven West, which would release suitable beach material from the Upper Greensands.</p>	<p>large scale event would occur.</p> <p>These effects may be mitigated by the release of beach building material from the significant erosion along this section, particularly at Black Ven West, which would release suitable beach material from the Upper Greensands that would also be available to be transported to beaches to the east. Any large scale landslide events, could, however, result in sediment drift being interrupted.</p>
East Cliff (Lyme Regis) to Broad Ledge (Lyme Regis)	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Managed Realignment
	<p>Defences are present along the length of this section which covers East and Church Cliffs at Lyme Regis, where a seawall protects the cliff toe from erosion.</p> <p>It is probable that maintenance or even upgrade of these defences would be required towards the end of this period in order to retain the current level of protection, whilst measures are put in place to manage the process of moving assets away from the area of risk during the long term.</p> <p>This would include monitoring of the adjacent eroding cliffs to the east during this period to determine when assets are likely to need to be relocated away from the area of risk.</p>	<p>Continued maintenance of the defences along this section may be required during this period in whilst measures are put in place to manage the process of moving assets away from the area of risk during the long term.</p> <p>This would include monitoring of the adjacent eroding cliffs to the east during this period to determine when assets are likely to need to be relocated away from the area of risk.</p> <p>It would also require short term stabilisation measures, either in the cliffs or along the fronting shoreline, to be implemented to reduce the rate of recession whilst any relocation of assets is undertaken.</p>	<p>Assets at risk from recession of the adjacent cliffs would be relocated during this period using measures developed in the short and medium term.</p> <p>This would include ongoing monitoring to ensure that the area of risk is kept up-to-date as well as short term stabilisation measures, either in the cliffs or along the fronting shoreline, to be implemented to reduce the rate of recession whilst any relocation of assets is undertaken.</p>
	<p>The seawall at Lyme Regis prevents erosion of the cliff toe and since its construction has prevented any significant landslide activity. The</p>	<p>Sea level rise could result in the submergence of the rock platform and beach at Lyme Regis leading to a coastal squeeze problem in this area.</p>	<p>As a result of high sea levels the beach fronting the defences along this section is expected to narrow further and in places may disappear.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>continued presence of the seawall at Lyme Regis will continue to limit landslide activity over this period.</p> <p>Continued beach narrowing as a result of sea level rise could become increasingly significant as there is very little new sediment input to the beach.</p> <p>This defended section could also begin to become outflanked by the continued erosion of the undefended cliffs to the east by the end of this period.</p>	<p>The risk of this defended section becoming outflanked by the continued erosion of the undefended cliffs to the east will increase throughout this period.</p>	<p>The risk of this defended section becoming outflanked by the continued erosion of the undefended cliffs to the east will increase throughout this period.</p> <p>Short term measures to reduce the rate of cliff recession as outflanking occurs would provide additional time to allow assets to be relocated away from risk areas.</p>
Broad Ledge (Lyme Regis) to The Cobb (Lyme Regis)	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>This section is entirely defended by a range of structures including seawalls and rock groynes, as well as ongoing beach management activities including beach recharge.</p>	<p>Upgrade of the defences could be required during this period to maintain the current levels of protection. This would be likely to include further beach recharge.</p>	<p>Upgrade of the defences could be required during this period to maintain the current levels of protection. This would be likely to include further beach recharge.</p>
	<p>The defences along this section prevent cliff erosion, and their continued presence would result in no change in cliff position by 2025.</p> <p>The various control structures along this section, along with ongoing beach management activities also serve to maintain a stable beach. However, coastal squeeze as a result of sea level rise could become increasingly significant and require additional beach recharge towards the end of this period.</p>	<p>The continued defence and management of this section means that there would be very little change in shoreline position.</p> <p>Increased sea levels would, however result in increased exposure of the beaches and therefore further more substantial works could be required to maintain the current beach.</p>	<p>The continued defence and management of this section means that there would be very little change in shoreline position.</p> <p>As a result of high sea levels the beach fronting the defences along this section would be increasingly exposed, with additional recharge required to maintain a beach to a similar standard to current. In addition defences may need to be upgraded to maintain current levels of protection.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
The Cobb (Lyme Regis) to Seven Rock Point (defended length)	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Managed Realignment
	<p>This section is protected by defences associated with the developed area that extends along the slope and cliff toe to the east of The Cobb. At the immediate eastern end is The Cobb breakwater, which under Policy Scenario A is assumed to be maintained and so continue to influence the beaches to both the east and west of it.</p> <p>During this period, the existing structures would be maintained as they afford some protection against outflanking to the rest of Lyme Regis to the east.</p>	<p>Continued maintenance would be undertaken of the structures to reduce the risk of outflanking to the rest of Lyme Regis to the east.</p> <p>The Cobb breakwater is assumed to be maintained during this period and so continue to influence the beaches to both the east and west of it.</p>	<p>It would be likely that to continue to hold the existing line of defence would become technically unsustainable during this period, and so managed realignment would be undertaken to allow outflanking protection for Lyme Regis to be maintained in a realigned, but more sustainable position.</p> <p>The Cobb breakwater is assumed to be maintained during this period and so continue to influence the beaches to both the east and west of it.</p>
	<p>The structures along this section also provide a defence function that prevents erosion of the cliff toe along this section, and has resulted in no significant cliff recession in this area, although Monmouth Beach that fronts the defences has, over the past 100 to 150 years experienced a long term trend of erosion and steepening, except at the very eastern end where some limited accretion occurs against The Cobb.</p> <p>Beach narrowing is predicted to continue as a result of sea level rise.</p>	<p>The continued presence of structures providing a defence function along the cliff toe at Monmouth Beach will prevent any significant change in cliffline position.</p> <p>Sea level rise would continue to cause beach narrowing and coastal squeeze in the area fronting this section, with the narrowing of the beach and an increase in flood risk resulting.</p> <p>There would be an increasing risk of the structures along this section becoming outflanked by the continued erosion of the undefended cliffs to the west during this period.</p>	<p>As a result of high sea levels beaches are expected to narrow and in places may disappear as the rock platforms become submerged, resulting in increased exposure of the structures along this section to wave action.</p> <p>There would be an increasing risk of this defended section becoming outflanked by the continued erosion of the undefended cliffs to the west during this period.</p> <p>These factors combined would likely make it unsustainable to continue to hold the defence line in its existing position, and so managed realignment would occur to allow the shoreline to adapt landwards in this area whilst providing protection to the rest of Lyme Regis to the east in a more sustainable alignment.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
The Cobb (Lyme Regis) to Seven Rock Point (undefended)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The cliffs along this section are unprotected and so erosion of the cliff base here is expected to continue as historically at a rate of about 0.2m/yr, although no cliff top recession is predicted by 2025. Beach narrowing is predicted to continue as a result of sea level rise.	These cliffs are sensitive to climate change and therefore the rate of erosion of the cliff base would increase from that observed historically, in response to rising sea levels (this does not take account of any increase due to increased precipitation). The cliff top is unlikely to change in position. These clay-rich cliffs are unlikely to significantly contribute to the beach budget. Therefore both in front of the cliffs the defences and infrastructure at Monmouth Beach to the east, sea level rise would continue to cause beach narrowing along the whole of this stretch.	The undefended cliffs along of this section would erode at faster rates than historically along the cliff base, due to sea level rise. However it is unlikely that recession of the cliff top would occur by 2105. As a result of high sea levels beaches are expected to narrow and in places may disappear as the rock platforms become submerged, resulting in increased exposure of the cliff toe to wave action.
Seven Rock Point to Haven Cliff (West)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The clay-rich cliffs along this section experience complex landslide behaviour with cyclic backscar retreats as a result of short (episodic) events causing rapid retreat by rotational landsliding. The frequency and magnitude of these events varies along this section due to changes in geology. Along the eastern stretch there is a risk of large scale landslide events occurring, but the	These clay rich cliffs are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions. Taking account of rising sea levels alone, the rate of cliff erosion would be expected to be higher	These clay rich cliffs are very sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions. Taking account of rising sea levels alone, the rate of cliff erosion would be expected to be higher

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>frequency of these is low; every 250 years or more. Whereas along the western section of this frontage, smaller, more frequent, landslides are characteristic.</p> <p>On average, by 2025, between 3 and 10m of erosion is expected to occur towards the western end of this section, as has been experienced historically at a rate of about 0.2m/yr, supplying sediment to local beach stocks. No recession is predicted towards the eastern end of this section.</p> <p>Due to natural barriers to littoral drift it is unlikely that this stretch would be affected by management changes along adjacent sections.</p> <p>The supply of sediment across the mouth of the Axe is expected to continue as at present.</p>	<p>than experienced historically, although it is likely to be outweighed by the occurrence of landslide events, with about 10m of cliff top recession predicted by 2055.</p> <p>The supply of sediment across the mouth of the Axe is expected to continue as at present.</p>	<p>than experienced historically, although it is likely to be outweighed by the occurrence of landslide events, with between 10 and 20m of cliff top recession predicted by 2105.</p> <p>This could be much greater in some areas should a large landslide event occur during this period, the probability of which would increase towards 2105 as the last such event occurred in 1839. Should such an event occur, then it would form a lobe of debris that would inhibit littoral transport processes.</p> <p>The supply of sediment across the mouth of the Axe is expected to continue as at present.</p>
Axe Estuary (Mouth Breakwater to Axmouth North)	<p>Policy Assessed = Hold the Line</p> <p>The CFMP policy for this section covers the Axe Estuary from the beach on the coast upstream for 3 kilometres to the A3052 bridge at Colyford. Note that the Axe estuary policy unit does not include either Axmouth or Colyford.</p> <p>The CFMP policy for this section is “<i>P6 – Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i>”</p> <p>This policy is not intended to increase risk to people and property.</p>	<p>Policy Assessed = Hold the Line</p> <p>The CFMP policy for this section is “<i>P6 – Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i>”</p> <p>This policy is not intended to increase risk to people and property.</p> <p>This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations.</p> <p>It is assumed that the policy intention not to</p>	<p>Policy Assessed = Hold the Line</p> <p>The CFMP policy for this section is “<i>P6 – Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i>”</p> <p>This policy is not intended to increase risk to people and property.</p> <p>This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations.</p> <p>It is assumed that the policy intention not to</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>This has been interpreted for this SMP to mean 'Hold the Line' in the parts of the estuary covered by this SMP policy unit, although no specific locations are identified in the CFMP and this would be subject to detailed investigations.</p> <p>It is assumed that the policy intention not to increase flood risk to people and property allows for flood protection to be provided, either by public or private funds, within this section if appropriate to do so.</p> <p>As such, under Policy Scenario A, it is assumed that there would be continued maintenance of the breakwater arm at the mouth of the Axe estuary and the defences along the estuary shoreline in this area up to Axmouth.</p>	<p>increase flood risk to people and property allows for flood protection to be provided, either by public or private funds, within this section if appropriate to do so.</p> <p>As such, under Policy Scenario A, it is assumed that there would be continued maintenance of the breakwater arm at the mouth of the Axe estuary and the defences along the estuary shoreline in this area up to Axmouth.</p>	<p>increase flood risk to people and property allows for flood protection to be provided, either by public or private funds, within this section if appropriate to do so.</p> <p>As such, under Policy Scenario A, it is assumed that there would be continued maintenance of the breakwater arm at the mouth of the Axe estuary and the defences along the estuary shoreline in this area up to Axmouth.</p>
	<p>Holding the line in this part of the estuary, and in particular the breakwater at the mouth of the estuary, will help to keep the mouth open and so allow the discharge to the sea to continue. This prevents the mouth becoming blocked and the subsequent baking up of water upstream that would increase flooding does not occur.</p> <p>Retention of the existing defences along the estuary shoreline will not significantly hinder the evolution of the estuary as defences are primarily backed by steeply rising ground that would, in itself, hinder this.</p> <p>The ongoing presence of the breakwater at the mouth may reduce the transport of sediment to</p>	<p>Increase in future flood risk will be mainly driven by climate change, both by increasing flows and raising sea levels. The latter in particular is subject to a high degree of uncertainty.</p> <p>Continued defence of this section would involve higher, more robust, defences to counter rising sea levels.</p> <p>Retention of the existing defences along the estuary shoreline will not significantly hinder the evolution of the estuary as defences are primarily backed by steeply rising ground that would, in itself, hinder this.</p> <p>The ongoing presence of the breakwater at the</p>	<p>Increase in future flood risk will be mainly driven by climate change, both by increasing flows and raising sea levels. The latter in particular is subject to a high degree of uncertainty.</p> <p>Continued defence of this section would involve higher, more robust, defences to counter rising sea levels.</p> <p>Retention of the existing defences along the estuary shoreline will not significantly hinder the evolution of the estuary as defences are primarily backed by steeply rising ground that would, in itself, hinder this.</p> <p>The ongoing presence of the breakwater at the</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	the east of Seaton, although this does not appear to be an effect at the current time.	mouth may reduce the transport of sediment to the east of Seaton, although this does not appear to be an effect at the current time.	mouth may reduce the transport of sediment to the east of Seaton, although this does not appear to be an effect at the current time.
Axe Estuary (Axmouth North to Seaton North)	Policy Assessed = Managed Realignment (adopted from East Devon CFMP)	Policy Assessed = Managed Realignment (adopted from East Devon CFMP)	Policy Assessed = Managed Realignment (adopted from East Devon CFMP)
	The CFMP policy for this section covers the Axe Estuary from the beach on the coast upstream for 3 kilometres to the A3052 bridge at Colyford. Note that the Axe estuary policy unit does not include either Axmouth or Colyford. The CFMP policy for this section is “ <i>P6 – Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i> ” This policy is not intended to increase risk to people and property. This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations. It is assumed that the policy intention not to increase flood risk to people and property allows for flood protection to be provided, either by public or private funds, within this section if appropriate to do so.	The CFMP policy for this section is “ <i>P6 – Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i> ” This policy is not intended to increase risk to people and property. This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations. It is assumed that the policy intention not to increase flood risk to people and property allows for flood protection to be provided, either by public or private funds, within this section if appropriate to do so.	The CFMP policy for this section is “ <i>P6 – Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i> ” This policy is not intended to increase risk to people and property. This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations. It is assumed that the policy intention not to increase flood risk to people and property allows for flood protection to be provided, either by public or private funds, within this section if appropriate to do so.
	Taking action to increase the frequency of flooding by managed realignment in as yet unidentified parts of the estuary during this period	Increase in future flood risk will be mainly driven by climate change, both by increasing flows and raising sea levels. The latter in particular is subject	Increase in future flood risk will be mainly driven by climate change, both by increasing flows and raising sea levels. The latter in particular is subject

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>will result in reconnecting the estuary with the floodplain whilst providing a reduction in flood risk in other parts of the estuary.</p> <p>Specific flood risk management actions under this policy will not increase flood risk to the Seaton regeneration area located at the southern end of Seaton Marshes (Seaton East unit discussed below). In implementing this policy consideration will need to be given to the effect on tidal prism and tidal flow through the estuary mouth, as a reduction in this could result in the mouth being closed by sediment infill which would have impacts upon the whole estuary.</p> <p>There may also be potential to reduce flood risk in the Seaton East unit, although this will be limited because the flood risk is combined fluvial/tidal or tidal.</p>	<p>to a high degree of uncertainty.</p> <p>Continued policy of managed realignment will allow the estuary to adapt largely naturally to the pressures of climate change. However, in implementing this policy consideration will need to be given to the effect on tidal prism and tidal flow through the estuary mouth, as a reduction in this could result in the mouth being closed by sediment infill which would have impacts upon the whole estuary.</p>	<p>to a high degree of uncertainty.</p> <p>Continued policy of managed realignment will allow the estuary to adapt largely naturally to the pressures of climate change. However, in implementing this policy consideration will need to be given to the effect on tidal prism and tidal flow through the estuary mouth, as a reduction in this could result in the mouth being closed by sediment infill which would have impacts upon the whole estuary.</p>
Axe Estuary (Seaton East)	<p>Policy Assessed = Hold the Line (adopted from East Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from East Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from East Devon CFMP)</p>
	<p>The town of Seaton is protected from flooding via the Axe Estuary by the Seaton Marshes flood defence scheme, which also protects a sewage works located in the Axe estuary.</p> <p>The CFMP policy for this section is “<i>P5 – take further action to reduce flood risk.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’. In order to achieve this policy, upgrade of the existing defences during this</p>	<p>The CFMP policy for this section is “<i>P5 – take further action to reduce flood risk.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’. In order to achieve this policy, upgrade of the existing defences during this period could be required in order to ensure the current level of protection is maintained.</p> <p>It is assumed that this would not allow new defences to be built along currently undefended</p>	<p>The CFMP policy for this section is “<i>P5 – take further action to reduce flood risk.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’. In order to achieve this policy, upgrade of the existing defences during this period could be required in order to ensure the current level of protection is maintained.</p> <p>It is assumed that this would not allow new defences to be built along currently undefended</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
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	<p>period could be required in order to ensure the current level of protection is maintained.</p> <p>It is assumed that this would not allow new defences to be built along currently undefended sections.</p>	<p>sections.</p>	<p>sections.</p>
	<p>Seaton is at risk of flooding from combined tidal and fluvial flood events from the Axe estuary and is protected from such events by defences along the eastern side of the estuary at Seaton Marshes.</p> <p>Continued provision of flood protection in this area would reduce the risk of flooding from more frequent events, although there would still be a risk from more extreme events.</p> <p>Increase in future flood risk will be mainly driven by climate change, both by increasing flows and raising sea levels. The latter in particular is subject to a high degree of uncertainty. Land use and management changes will also have an impact.</p>	<p>Despite sea level rise, continued provision of flood protection in this area would reduce the risk of flooding from frequent events, although there would still be a risk from more extreme events.</p>	<p>Despite sea level rise, continued provision of flood protection in this area would reduce the risk of flooding from frequent events, although there would still be a risk from more extreme events.</p>
Axe Estuary (Spit)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>There are no defences present along this section.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>
	<p>Sediment transport to the spit from the west would continue to maintain the spit that extends across the mouth of the Axe estuary and here beaches would be stable and could continue to accrete.</p> <p>Implementation of the 'Managed Realignment'</p>	<p>The spit would continue to receive sediment moved alongshore from further west and should remain stable during this period.</p> <p>There could be elongation with re-curving of the spit into the harbour and under sea level rise, beach steepening could occur together along the</p>	<p>There would be continued sediment moved alongshore towards the Axe estuary from further west, which should help maintain the spit in a similar form to today.</p> <p>The tendency of the spit will be to migrate inland in response to sea level rise. This would result in</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
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	policy within the Axe Estuary would need to give consideration to the effect on tidal prism and tidal flow through the estuary mouth, as a reduction in this could result in the mouth being closed by sediment infill as the eastern end of the spit extends across the mouth, which would have impacts upon the whole estuary.	length of the spit as material is pushed onshore by overwashing storm waves. Implementation of the 'Managed Realignment' policy within the Axe Estuary would need to give consideration to the effect on tidal prism and tidal flow through the estuary mouth, as a reduction in this could result in the mouth being closed by sediment infill as the eastern end of the spit extends across the mouth, which would have impacts upon the whole estuary.	an increased risk of overtopping and breaching as the coast becomes more exposed where the spit attaches to the land. Implementation of the 'Managed Realignment' policy within the Axe Estuary would need to give consideration to the effect on tidal prism and tidal flow through the estuary mouth, as a reduction in this could result in the mouth being closed by sediment infill as the eastern end of the spit extends across the mouth, which would have impacts upon the whole estuary.
Axe Estuary (Spit) to Seaton (West)	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	Defences along this section are in the form of seawalls that protect low-lying areas from sea flooding, and prevent cliff erosion where they extend along the cliff toe.	Upgrade of the defences would likely be required during this period in order to maintain the current level of protection.	Upgrade of the defences may be required during this period in order to maintain the current level of protection.
	The defences along the toe of the cliff have caused the rate of cliff erosion to be reduced over the recent past. This has been aided by natural beach accumulation in the very recent past, although beach levels have fluctuated in this area, historically the trend is one of accretion. There could be beach narrowing in front of the defences due to continued west to east transport of sediment towards the spit to the east and lack of new input to the system. This would continue to maintain the spit that extends across the mouth of the Axe estuary.	There would be no change in cliff position along this section where the cliffs have been re-graded and are protected by a sea wall. There could be beach narrowing in front of the defences due to continued west to east transport of sediment and lack of new input to the system. This could be exacerbated by sea level rise, resulting in a need for new defences with possibly control structures and/or beach recharge being required during this period to maintain current levels of protection. Beaches to the east of this section would	Narrowing beaches due to limited contemporary input of sediment and continued west to east littoral transport, coupled with higher sea levels would cause beaches to narrow further along this section towards 2105 in front of the sea wall. New defences could therefore be required during this period to maintain current levels of protection. There would be continued sediment moved alongshore towards the Axe estuary.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
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		continue to receive sediment moved alongshore and should remain stable during this period.	
Seaton (West) to Seaton Hole	Policy Assessed = Managed Realignment	Policy Assessed = Managed Realignment	Policy Assessed = Managed Realignment
	Rock revetment extends along the cliff toe for the length of this section to reduce the risk of coastal erosion. However, cliff recession still occurs and it may become necessary to develop measures to relocate cliff top assets away from the area of risk during this period.	Measures to relocate cliff top assets away from the area of risk would continue to occur during this period. Some limited maintenance of the defences could be required during this period in order to allow time for these measures to be implemented.	Cliff top assets would have been relocated by the beginning of this period. Ongoing monitoring of recession rates would however be required to ensure that the area of risk is kept up-to-date.
	<p>The defences along the toe of the cliff have caused the rate of cliff erosion to be reduced over the recent past. This has been aided by natural beach accumulation in the very recent past, although beach levels have fluctuated in this area, historically the trend is one of accretion and so it is thought that the recent lower rate of recession would continue until 2025, with total erosion of 3 to 5m predicted over this period. As these cliffs are mudstones, this erosion will not significantly contribute to the beaches.</p> <p>There could be beach narrowing in front of the defences due to continued west to east transport of sediment and lack of new input to the system.</p>	<p>Cliff erosion would continue to be reduced as a result of the continued protection afforded by the rock revetment defences, with a total erosion of between 5 and 10m expected between 2025 and 2055. However, due to sea level rise, the rock revetment would require upgrading in order to maintain current levels of protection.</p> <p>There could be beach narrowing in front of the defences due to continued west to east transport of sediment and lack of new input to the system. This could be exacerbated by sea level rise, resulting in a need for new defences with possibly control structures and/or beach recharge being required during this period to maintain current levels of protection.</p>	The rock revetment, if improved, could continue to provide some protection, but by this period beaches are expected to be very narrow, if existent, along this section. Therefore further defences would probably be required to prevent/reduce cliff erosion at this location. There could still be between 10 and 15m erosion during this period, assuming a similar level of protection is provided.
Seaton Hole to Beer	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section.	No defences.	No defences.
	Chalk cliffs that are largely resistant to erosion dominate this section. There has been negligible	The resistant nature of the chalk cliffs will continue to result in negligible cliff recession,	The resistant nature of the chalk cliffs will continue to result in negligible cliff recession,

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>erosion of this section over the past 100 years, with only very localised small to medium sized rock falls occurring every 10 to 100 years.</p> <p>This pattern of recession is expected to continue over this period to 2025, with total erosion of between 0 and 50m possible depending on whether or not a cliff failure event occurs.</p>	<p>except for very infrequent localised rock falls; it is not, however, possible to predict the exact locations of these. Total erosion of between 0 and 50m is possible by 2055, depending on whether or not a cliff failure event occurs.</p>	<p>except for very infrequent localised rock falls; it is not, however, possible to predict the exact locations of these. Total erosion of between 0 and 50m is possible by 2105, depending on whether or not a cliff failure event occurs.</p>
Beer	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>Defences present along this section include a short length of concrete groyne that is in a poor condition, as well as other structures, such as the car park, that also have some limited defence function.</p>	<p>The structures along the short length at Beer that provide some limited defence function would fail during this period.</p>	<p>No defences.</p>
	<p>Chalk cliffs that are largely resistant to erosion dominate this section. There has been negligible erosion of this section over the past 100 years, with only very localised small to medium sized rock falls occurring every 10 to 100 years.</p> <p>This pattern of recession is expected to continue over this period to 2025, with total erosion of between 0 and 50m possible depending on whether or not a cliff failure event occurs.</p> <p>This section also contains the isolated pocket beach at Beer. The low rate of cliff erosion means that there is little or no contemporary sediment input to this beach. During this period the beach may remain quite stable, but may start to experience some narrowing and steepening</p>	<p>The resistant nature of the chalk cliffs will continue to result in negligible cliff recession, except for very infrequent localised rock falls; it is not, however, possible to predict the exact locations of these. Total erosion of between 0 and 50m is possible by 2055, depending on whether or not a cliff failure event occurs.</p> <p>The pocket beach would continue to experience narrowing and steepening during this period due to accelerated sea level rise.</p> <p>The loss of the structures that provide limited defence function over a short length at Beer is unlikely to have a significant impact on cliff recession due to the natural resistance of the rocks that would recede little in any case.</p>	<p>The resistant nature of the chalk cliffs will continue to result in negligible cliff recession, except for very infrequent localised rock falls; it is not, however, possible to predict the exact locations of these. Total erosion of between 0 and 50m is possible by 2105, depending on whether or not a cliff failure event occurs.</p> <p>The pocket beach would continue to experience narrowing and steepening during this period due to accelerated sea level rise, but a beach should still be present at Beer due to the indented nature of this frontage.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>towards the end of the period. There could also be some leakage of sediment at the eastern end of the beach.</p> <p>The short length of defence at Beer is unlikely to have a significant impact on cliff recession due to the natural resistance of the rocks that would recede little in any case, although it may help to retain additional beach material in this period.</p>		
Beer to Beer Head	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section.	No defences.	No defences.
	<p>Chalk cliffs that are largely resistant to erosion dominate this section. There has been negligible erosion of this section over the past 100 years, with only very localised small to medium sized rock falls occurring every 10 to 100 years.</p> <p>This pattern of recession is expected to continue over this period to 2025, with total erosion of between 0 and 50m possible depending on whether or not a cliff failure event occurs.</p> <p>There is also an isolated pocket beach at Pound's Pool along this section. The low rate of cliff erosion means that there is little or no contemporary sediment input to this beach. During this period the beach may remain quite stable, but may start to experience some narrowing and steepening towards the end of the period.</p>	<p>The resistant nature of the chalk cliffs will continue to result in negligible cliff recession, except for very infrequent localised rock falls; it is not, however, possible to predict the exact locations of these. Total erosion of between 0 and 50m is possible by 2055, depending on whether or not a cliff failure event occurs.</p> <p>The pocket beach would continue to experience narrowing and steepening during this period due to accelerated sea level rise.</p>	<p>The resistant nature of the chalk cliffs will continue to result in negligible cliff recession, except for very infrequent localised rock falls; it is not, however, possible to predict the exact locations of these. Total erosion of between 0 and 50m is possible by 2105, depending on whether or not a cliff failure event occurs.</p> <p>The pocket beach would continue to experience narrowing and steepening during this period due to accelerated sea level rise.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
POLICY SCENARIO AREA: BEER HEAD TO OTTERTON LEDGE			
Beer Head to Salcombe Hill (West)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section, apart from very localised rock placement at Branscombe.	The rock at Branscombe would fail during this period.	No defences.
	<p>The long term trend of the beaches that front the cliffs along this section has been one of slight accretion towards Beer Head and erosion towards Salcombe Hill, with the intervening beach having been relatively stable, due to the west to eastward drift of sediment. This situation is predicted to continue in to the future.</p> <p>The beach erosion at the western end of this section is related to the presence of control structures in front of Sidmouth (see section below) that prevent littoral drift from bringing sediment to the beaches in this area. For Policy Scenario A, it is assumed that these structures would remain during this period, and so the beach in this area will continue to erode.</p> <p>The varying beach levels contribute to varying rates of cliff recession by permitting varying amount of cliff toe erosion. The rate of cliff erosion is also due to the varying geologies along this stretch. At Beer Head the cliffs are composed of chalk, but this is replaced by sandstone and marl cliffs towards the east.</p> <p>Towards Beer Head, total cliff erosion by 2025 is</p>	<p>Cliff recession of the chalk cliffs at Beer would continue as has occurred historically at rates of between 0.05 and 0.35m/yr combined with infrequent small scale cliff fall events, with total erosion by 2055 of 8 to 10m predicted towards Beer Head.</p> <p>The softer cliffs composed of sandstone and marl, which characterise the remainder of this stretch are more sensitive to climate change and therefore, taking account of sea level rise, these are expected to erode between 14 and 18m during this period. These cliffs are prone to small but frequent mudslides, but whilst these would remain as lobes on the beach for a while, they do not contribute to the shingle beach (although any sands may remain on the intertidal beach). East of Branscombe the cliffs are vulnerable to complex, large scale landslides, where the chalk sits on top of the marl. These events could cause several metres of erosion, but would tend to be very localised.</p> <p>There would be continued feed of sediment alongshore due to the west to east littoral drift, which would help maintain beaches along this</p>	<p>Cliff recession of the chalk cliffs at Beer would continue as historically at rates of between 0.05 and 0.35m/yr combined with infrequent small scale cliff fall events, with total erosion by of 10 to 17m predicted towards Beer Head by 2105.</p> <p>The softer clay-rich cliffs to the west are more sensitive to climate change and therefore, taking account of sea level rise, these are expected to erode between 29 and 53m during this period. Superimposed on these rates are the possibility of large scale failures, which would be localised but could cause several metres of erosion in one event.</p> <p>There would be continued alongshore transport from west to east, but beaches would be expected to narrow and steepen due to higher sea levels, particularly in the western part of this section, as a result of a lack of shingle to this area. A beach is expected to remain at Branscombe, but is likely to be narrower and will have been pushed inland slightly.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>predicted to be between 3 and 10m, whilst towards Salcombe Hill, total erosion over the same period is predicted to be 5 to 6m at a rate of about 0.3m/yr as observed historically with possible cliff fall events towards Beer Head resulting in localised increases in recession.</p>	<p>stretch. Any larger scale landslide event could interrupt this and impact on downdrift beaches such as Branscombe, but the location of future failures is difficult to predict. Under sea level rise the rock at Branscombe will become less effective and due to increased exposure would start to breakdown. This would only have a very localised impact and would ultimately lead to reactivation of erosion of the cliffs behind and retreat of the beach at Branscombe into a small embayment. This in turn would be likely to stabilise the beach locally.</p> <p>At the western end of this stretch the littoral input would be reduced by defences at Sidmouth further west, and here beaches could narrow, potentially resulting in increased cliff erosion.</p> <p>However, if beaches are recharged at Sidmouth, there could be some input to this western area, but in the main local beach supply will continue to be from cliff erosion.</p>	
River Sid	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>This section covers the mouth of the River Sid between Salcombe Hill to the east and the coastal frontage of Sidmouth. Defences along the River Sid provide flood protection to the town of Sidmouth. These defences would be maintained, and if necessary, upgraded during this period.</p> <p>There are currently no defences along the coastal frontage of this section, although the western</p>	<p>Maintenance and upgrade of defences to prevent flooding of Sidmouth would occur during this period. This could involve cliff stabilisation and extension of the defences along the Sidmouth frontage to the west during this period (if not already undertaken in the short term).</p> <p>It is assumed that the defences along the Sidmouth coastal frontage to the west would also</p>	<p>Maintenance and upgrade of defences to prevent flooding of Sidmouth would occur during this period.</p> <p>It is assumed that the defences along the Sidmouth coastal frontage to the west would also be maintained during this period.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	boundary of this section is the terminal rock groyne that forms the eastern extent of the current Sidmouth coastal defences. Under this policy scenario, it may be necessary to extend the defences along the frontage of Sidmouth to the west along this section as well, such that risk of outflanking and flooding to the western part of Sidmouth is reduced. This may also involve cliff stabilisation measures as well as shoreline structures and possibly beach recharge.	be maintained during this period.	
	<p>The beach erosion along this section is related to the presence of control structures in front of Sidmouth (see section below) that prevent littoral drift from bringing sediment to the beaches in this area. For Policy Scenario A, it is assumed that these structures would remain during this period, and so the beach in this area will continue to erode. Erosion of Salcombe Hill to the east could begin to outflank this section and increase the risk of flooding of Sidmouth to the west by the end of this period.</p> <p>To reduce this risk, it may therefore be necessary to consider measures to mitigate the risk of outflanking, possibly by extending the beach management activities that occur along the Sidmouth frontage to this area such that a healthier beach is retained and so the rates of cliff recession in this section and the section immediately to the east are reduced. It may also require cliff stabilisation measures that reduce the</p>	<p>Continued erosion of the undefended cliffs to the east could increase the risk of outflanking to this section and so increase the risk of flooding of Sidmouth to the west during this period.</p> <p>If not already undertaken in the short term, it would be likely that consideration would need to be given to measures for mitigating the risk of outflanking, possibly by extending the beach management activities that occur along the Sidmouth frontage to this area such that a healthier beach is retained and so the rates of cliff recession in this section and the section immediately to the east are reduced.</p>	Continued measures to mitigate against the outflanking risk caused by the erosion of the undefended cliffs to the east would occur during this period, and so reduce the risk of flooding of Sidmouth to the west.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	rate of cliff recession locally.		
Sidmouth	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	Defences along this section include rock groynes and offshore rock breakwaters, as well as seawalls. This is supported by ongoing beach management activities.	Upgrade of the defences is anticipated to be required during this period in order to maintain the current level of protection. Beach management activities would also continue.	Upgrade of the defences may be required during this period in order to maintain the current level of protection. These defences may need to be extended a short distance to the east of the River Sid in order to prevent outflanking by the continued retreat of the undefended cliffs to the east.
	<p>The seawall along this section protects low-lying land from flooding, whilst the shoreline structures, offshore breakwaters and ongoing beach management serve to retain beach material in front of the seawall.</p> <p>Despite the shoreline structures and ongoing beach management activities, the beach has experienced a slight long term trend of erosion. This is due to the cross-shore movement of material during storm events that is not completely returned by post-storm action.</p> <p>The defences prevent material from being transported eastwards by littoral drift to the adjacent undefended section.</p> <p>The continued presence of the defences along this section and ongoing beach management activities would keep the beach relatively stable up to 2025 and there would be no change in shoreline position, although coastal squeeze as a result of</p>	<p>Ongoing beach management activities means there would be no change in shoreline position, however beach narrowing would be an issue due to the limited input of shingle from the west and the impact of rising sea levels.</p> <p>This would increase flood risk along this section. It is therefore anticipated that there will be a need to increase the size of the seawall along this section during this period to take account of future sea level. Other new defences and/or beach recharge could also be required during this period to maintain current levels of protection.</p> <p>These defences would also become increasingly seaward of the adjacent retreating sections of coast and would likely exacerbate the problems of beach drawdown and offshore transport of beach material during storm events already experienced.</p> <p>Continued defence along this section would also</p>	<p>There would be no change in shoreline position due to the existing defences, but these would require upgrading to maintain the current level of protection.</p> <p>As a result of high sea levels the beach fronting the defences is expected to narrow further and in places may disappear (unless beach recharge was undertaken). Any works along this stretch would need to be substantial if any form of beach is to be retained, and this would be likely to have a significant impact upon the coast to the east.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	sea level rise could become increasingly important towards the end of this period.	have an impact on beaches and cliffs to the east, and consideration may also need to be given to extending the defences eastward by a few 10's of metres to protect against outflanking risk (see section above).	
Chit Rocks to Big Picket Rock	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	Cliff erosion along this section has historically occurred very slowly as a result of small scale events every 10 years or so, controlled by the local geology. This would continue during this period, with total erosion by 2025 of between 3 and 5m predicted. Cliff erosion does not contribute any shingle to the beach, but sands may remain on the lower foreshore, which would help to maintain the upper shingle beach. The beaches will retreat with the cliff.	Continued cliff recession as has occurred historically at a rate of about 0.2m/yr, although sea level rise could begin to lead to this rate increasing during this period, and it is predicted to result in total erosion of between 9 and 11m by 2055. Sea level rise would lead to the narrowing of the beach and submergence of the rock platforms that front the cliffs along this section. This would lead to increased wave exposure, although it would be unlikely to significantly increase the rate of cliff recession as this is pre-dominantly controlled by local geological factors. A shingle beach with sandy foreshore would remain and retreat with the cliffs. There could be some erosion of the shingle beach due to increased exposure as sea level rises and greater drawdown rates.	Erosion of the cliffs would continue as observed historically at a rate of about 0.2m/yr, although sea level rise is likely to result in this rate increasing during this period, with total erosion by 2105 of 20 to 30m predicted. As a result of high sea levels the beach along this section is expected to narrow, and the rock platforms would become increasingly submerged. This would result in increased exposure of the cliff toe to wave action, although it would be unlikely to significantly increase the rate of cliff recession as this is pre-dominantly controlled by local geological factors. Shingle beaches would increasingly become confined to little pockets that may develop as the cliffs erode, due to differential erosion and occasional lobes developing.
Big Picket Rock	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
to Otterton Ledge	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The cliffs along this section are composed of more resistant sandstone. Erosion of the cliffs that extend along this section would continue to occur as historically, with infrequent, small scale cliff falls resulting from wave undercutting occurring with a frequency of about 10 years. These events tend to affect very localised areas, but it is not possible to predict where the next events will occur. The underlying rate of recession is predicted to result in cliff erosion of 3 to 5m by 2025. Any sediment released from the cliffs will tend to remain locally, within the pocket beaches.	Cliff erosion would continue as observed historically at a rate of about 0.2m/yr, although sea level rise could begin to lead to this rate increasing during this period, with total erosion of between 9 and 13m predicted by 2055. Material from cliff erosion would not contribute to the shingle beaches, therefore local pocket beaches may narrow.	Erosion would continue as observed historically at a rate of about 0.2m/yr, although sea level rise could begin to lead to this rate increasing during this period, with total erosion of 20 to 40m predicted to occur by 2105. Local pocket beaches, such as Ladram Bay, would steepen and narrow due to sea level rise. The more exposed ones could disappear.
	POLICY SCENARIO AREA: OTTERTON LEDGE TO STRAIGHT POINT		
Otter Estuary (Otterton Ledge to Budleigh Salterton East)	Policy Assessed = Managed Realignment (adopted from East Devon CFMP)	Policy Assessed = Managed Realignment (adopted from East Devon CFMP)	Policy Assessed = Managed Realignment (adopted from East Devon CFMP)
	The CFMP policy extends from the shingle beach on the coast upstream for 2 kilometres to the tidal limit at the confluence with Budleigh Brook. There are few defences present along this section, and very few properties. An earth embankment does run along the western bank, although it protects only one property (Budleigh Cricket Club). It is unlikely that public funding would be available for continued protection of	The CFMP policy for this section is “ <i>P6 – Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i> ” This policy is not intended to increase risk to people and property. This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and	The CFMP policy for this section is “ <i>P6 – Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i> ” This policy is not intended to increase risk to people and property. This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
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<p>this area.</p> <p>The CFMP policy for this section is “<i>P6 – Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i>”</p> <p>This policy is not intended to increase risk to people and property.</p> <p>This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations.</p> <p>It is assumed that this policy would allow existing defences to be improved in order to reduce any change in flood risk created by managed realignment in parts of the estuary, but would not allow new defences to be built along currently undefended sections.</p>	<p>this would be subject to detailed investigations.</p> <p>It is assumed that this policy would allow existing defences to be improved in order to reduce any change in flood risk created by managed realignment in parts of the estuary, but would not allow new defences to be built along currently undefended sections.</p>	<p>this would be subject to detailed investigations.</p> <p>It is assumed that this policy would allow existing defences to be improved in order to reduce any change in flood risk created by managed realignment in parts of the estuary, but would not allow new defences to be built along currently undefended sections.</p>	
	<p>Increase in future flood risk within the estuary will be mainly driven by climate change, both by increasing flows and raising sea levels. The latter in particular is subject to a high degree of uncertainty.</p> <p>Taking action to increase the frequency of flooding by managed realignment will result in reconnecting the estuary with the floodplain whilst also reducing flood risk in other parts of the estuary and creating new areas of habitat.</p> <p>However, implementation of the ‘Managed Realignment’ policy within the Otter Estuary</p>	<p>Continued action to allow increased flood frequency as sea levels rise by managed realignment would continue to provide a more naturally functioning estuary with reduced flood risk in other parts of the estuary and conservation of habitat areas.</p> <p>However, implementation of the ‘Managed Realignment’ policy within the Otter Estuary would need to give consideration to the effect on tidal prism and tidal flow through the estuary mouth, as a reduction in this could result in the mouth being closed by sediment infill as the</p>	<p>Continued action to allow increased flood frequency as sea levels rise by managed realignment would continue to provide a more naturally functioning estuary with reduced flood risk in other parts of the estuary and conservation of habitat areas.</p> <p>However, implementation of the ‘Managed Realignment’ policy within the Otter Estuary would need to give consideration to the effect on tidal prism and tidal flow through the estuary mouth, as a reduction in this could result in the mouth being closed by sediment infill as the</p>

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	would need to give consideration to the effect on tidal prism and tidal flow through the estuary mouth, as a reduction in this could result in the mouth being closed by sediment infill as the eastern end of the spit extends across the mouth, which would have impacts upon the whole estuary.	eastern end of the spit extends across the mouth, which would have impacts upon the whole estuary.	eastern end of the spit extends across the mouth, which would have impacts upon the whole estuary.
Otter Estuary (Spit)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	<p>The beach that makes up the spit that extends across the mouth of the Otter estuary has been stable over the long term as a result of continued sediment supply from cliff erosion to the west. This stable trend is expected to continue during this period although there may be fluctuations in beach level.</p> <p>The spit across the Otter estuary is subject to temporary breaching during high river flow events every 20-30 years. As such, the probability of such an event occurring could increase throughout this period as it is not thought that such an event has occurred recently.</p> <p>Implementation of the 'Managed Realignment' policy within the Otter Estuary would need to give consideration to the effect on tidal prism and tidal flow through the estuary mouth, as a reduction in this could result in the mouth being</p>	<p>The beach has historically been relatively stable, but this could change to a trend of migration due to the accelerated sea level rise during this period, despite the input of coarse sediment from cliffs to the west.</p> <p>The probability of a high river flow event causing a temporary breach of the spit across the mouth of the Otter estuary would increase during this period, particularly with the loss of the gabions that previously served to prevent this. However, the continued supply of sediment to this feature from the west would mean it would remain relatively resilient.</p> <p>Implementation of the 'Managed Realignment' policy within the Otter Estuary would need to give consideration to the effect on tidal prism and tidal flow through the estuary mouth, as a reduction in this could result in the mouth being</p>	<p>As sea levels rise, the tendency would be for landward beach retreat.</p> <p>There would be continued transport of sediment toward the spit from further west resulting in elongation and recurve into the estuary.</p> <p>The probability of a high river flow event causing a temporary breach of the spit across the mouth of the Otter estuary would continue to increase during this period. Migration landward of the spit in response to sea level rise would also occur. The continued input of sediment means this feature would remain relatively resilient to a breach, and it is unlikely that a permanent breach would occur. There would, however, be an increase risk of overtopping and flooding due to rising sea levels.</p> <p>Implementation of the 'Managed Realignment' policy within the Otter Estuary would need to</p>

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	closed by sediment infill as the eastern end of the spit extends across the mouth, which would have impacts upon the whole estuary.	closed by sediment infill as the eastern end of the spit extends across the mouth, which would have impacts upon the whole estuary.	give consideration to the effect on tidal prism and tidal flow through the estuary mouth, as a reduction in this could result in the mouth being closed by sediment infill as the eastern end of the spit extends across the mouth, which would have impacts upon the whole estuary.
Budleigh Salterton (East) to Budleigh Salterton (West)	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	Seawall and gabions extend along the cliff toe along the western part of this section, up to the landward end of the spit that extends across the mouth of the Otter estuary. It is anticipated that these defence would need to be upgraded towards the end of this period in order to maintain current levels of protection.	Upgrade of the defences could be required during this period in order to maintain current levels of protection.	Upgrade of the defences could be required during this period in order to maintain current levels of protection.
	The presence of the defences along the toe of the cliff that forms the western part of this section has resulted in there being negligible cliff recession over the long term. The continued presence of these defences would result in there being negligible cliff erosion to 2025. The beach fronting this section has been stable over the long term as a result of continued sediment supply from cliff erosion further to the west.	The continued presence of defences along the toe of the cliff would result in negligible cliff recession in this area between 2025 and 2055. This will restrict some inputs of sediment into the system, but the cliffs here are low and therefore not a significant source of sediment. Sediment will continue to be supplied from further west, but due to sea level rise there could be beach steepening and narrowing in front of the seawall. It is anticipated that there will be a need to increase the size of the seawall along this section during this period to take account of future sea level. Other new defences with possibly control	Cliff erosion would continue to be negligible as a result of the continued protection of the cliff toe between 2055 and 2105. As sea levels rise, beach narrowing could continue even though sediment should continue to be supplied from the west (up to Straight Point). New defences with control structures and/or beach recharge could be required during this period in order to maintain current levels of protection. There would be continued transport of sediment eastwards toward the spit.

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		structures and/or beach recharge could also be required during this period to maintain current levels of protection. Any cross-shore structures would, however, have an impact on the spit.	
Budleigh Salterton (West) to Straight Point	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The cliffs along this section are up to 130m at the western end and experience very infrequent complex landslide failures every 100 to 250 years. The majority of this section experiences small scale failures much more frequently, with events less than every 10 years occurring as a result of geological factors and undercutting by wave action at the cliff toe. The underlying rate of recession along this section is predicted to result in the erosion of about 7m of cliff by 2025. Towards Straight Point, the nature of cliffs changes and recession is only as a result of infrequent small scale cliff falls, and so in this area 0 to 10m of recession is predicted by 2025. The continued erosion of mudstones, sandstones and pebbles beds provides material to the local beach stock that is then transported eastwards along the shoreline by littoral processes to the spit across the mouth of the Otter estuary.	Cliff erosion is expected to continue as historically, although sea level rise could begin to lead to this rate increasing during this period, with total erosion by 2055 of about 20m predicted along much of this section. Towards Straight Point, the nature of cliffs changes and recession is only as a result of infrequent small scale cliff falls, and so in this area 0 to 10m of recession is predicted by 2055. Sea level rise would lead to the narrowing of the beach, which in turn would result in increased wave exposure of the cliff toe and therefore in a slightly increased rate of erosion. This erosion would supply beach sediment to the beaches, thus maintaining beaches and reducing the rate of erosion slightly. Erosion of these cliffs is also an important source of sediment to the Budleigh Salterton frontage. The clay-rich cliffs towards the western end of this section are expected to be more sensitive to sea level rise and any increased in precipitation,	Erosion of the cliffs would continue as observed historically, although sea level rise is likely to lead to this rate increasing during this period, with total erosion of 40 to 55m predicted by 2105. Towards Straight Point, the nature of cliffs changes and recession is only as a result of infrequent small scale cliff falls, and so in this area 0 to 10m of recession is predicted by 2105. Beaches are likely to be maintained by the input of new sediment though cliff erosion, although some narrowing could occur. The clay-rich cliffs towards the western end of this section are expected to be more sensitive to sea level rise and any increase in precipitation, potentially leading to an increase in the frequency of cliff failure events in this area in the future, resulting in additional localised loss of less than 10m per event. There is a risk that relict landslides could be reactivated.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
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		and the frequency of cliff failure events in this area could increase in the future.	
POLICY SCENARIO AREA: STRAIGHT POINT TO HOLCOMBE			
Straight Point to Orcombe Rocks	Policy Assessed = No Active Intervention (from Exe Estuary Coastal Management Study)	Policy Assessed = No Active Intervention (from Exe Estuary Coastal Management Study)	Policy Assessed = No Active Intervention (from Exe Estuary Coastal Management Study)
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	<p>The beaches along this stretch to the west are a different composition from those to the east in that they are predominantly composed of sand.</p> <p>The cliffs along this section experience slow erosion as a result of small scale cliff failure events about every 10 years. This is expected to continue to 2025, with erosion of the cliffs at the back of Sandy Bay predicted to erode by 3 to 5m over this period.</p> <p>The cliffs at Orcombe Rocks have historically eroded slightly more rapidly, possibly as a result of reduced cliff toe protection by a lack of beach compared to the rest of this section. As such these cliffs are predicted to erode by about 5m by 2025.</p> <p>Here, the erosion of the cliffs would continue to supply sediment to the local sandy beaches, therefore a beach will be maintained here despite little or no littoral input.</p>	<p>Continued cliff recession would occur as historically at a rate of up to about 0.4m/yr, although sea level rise could begin to lead to this rate increasing during this period, with total erosion of the cliffs at the back of most of Sandy Bay predicted to be between 10 and 15m by 2055, whilst towards Orcombe Rocks, total erosion of about 15m is predicted over the same period.</p> <p>The erosion of the cliffs would continue to supply sediment to the local beach, therefore a narrow beach is likely to remain, despite rising sea levels.</p>	<p>Continued cliff recession would occur, as historically, at a rate of up to about 0.4m/yr, although sea level rise could begin to lead to this rate increasing during this period, with total erosion of the cliffs along this section predicted to be between 19 and 46m by 2105.</p> <p>The erosion of the cliffs would continue to supply sand to the local beach stock, helping to maintain a narrow beach at the toe of the cliffs.</p>

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	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Orcombe Rocks to Maer Rocks	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	Seawalls and esplanade protect the cliff toe along the length of this section. Defences would be maintained by beach management activities during this period.	Provision of a new groyne field to support ongoing beach management activities is likely to be required during this period to retain the current levels of protection.	Upgrade of the seawalls and groyne field along this section would likely be required during this period in order to maintain current levels of protection.
	The seawall at Exmouth at its eastern end prevents erosion of the cliff toe. This has resulted in negligible recession of the cliffs over the past century. The continued presence of the sea wall means there will therefore be no change in shoreline position during this period. The defences have also prevented the local input of sediment to the beach system from cliff erosion. There is also limited sediment input from the east (with Orcombe Rocks reducing some transport, but also Straight Point being a barrier to littoral drift). The beach levels that front the seawalls at Exmouth have historically fluctuated, although in the last ten years, they have experienced a trend of net erosion. This trend is expected to continue and will need beach management to retain sufficient material in front of the seawall to reduce the risk of undermining.	There would continue to be a lack of sediment input from cliff erosion at Exmouth and littoral transport from the east. This could begin to make beach management activities unsustainable unless new sediment is supplied from other sources. Along the frontage, coastal squeeze is predicted due to the lack of sediment input and increasing sea levels. New defences possibly including control structures and/or beach recharge would likely be required during this period in order to maintain current levels of protection.	Rising sea levels combined with a lack of sediment input would be expected to cause narrowing and steepening of the beach fronting this part of the Exmouth frontage. This could make beach management activities unsustainable unless new sediment is supplied from other sources. New defences possibly including control structures and/or beach recharge may be likely to be required during this period in order to maintain current levels of protection.
The Maer	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Managed Realignment (from Exe Estuary Coastal Management Study)	Policy Assessed = Managed Realignment (from Exe Estuary Coastal Management Study)

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	The existing seawalls, esplanade and two very small dune systems that protect the area of low-lying land behind this section would be maintained during this period whilst measures are developed to implement the medium and long term policy of Managed Realignment.	A new secondary line of defences would be constructed landward of the existing defences, which would not be retained in the future.	Maintenance of the secondary defence line established in the medium term along with ongoing review of potential need for further realignment.
	<p>The seawall fronting this part of Exmouth protects low-lying land from flooding. Continued provision of defence during this period means there will be no change in shoreline position during this period.</p> <p>The beach levels that front the seawalls along this part of Exmouth have historically fluctuated, although in the last ten years, they have experienced a trend of net erosion. This trend is expected to continue.</p>	<p>There would continue to be a lack of sediment input from cliff erosion and littoral transport from the east.</p> <p>To allow this section to adapt to sea level rise, a secondary line of defences would be constructed landward of the current defence line, and then a managed breach of the existing defences would take place. This would allow the beach and small dune system along this section to adapt more naturally to climate change whilst allowing the relict dune system to become re-activated.</p> <p>It is possible that this could lead to development of an embayment in the long term that could restrict sediment supply towards the Exe Estuary mouth from this area.</p>	The more naturally functioning coastline would be more able to adapt to ongoing sea level rise and so coastal squeeze impacts are likely to be negligible, although there would continue to be a lack of sediment input from cliff erosion and littoral transport from the east.
Exmouth Slipway to Octagon	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	<p>Seawalls and esplanade protect the area of low-lying land that makes up the hinterland along the length of this section.</p> <p>Defences would be maintained by beach</p>	Provision of a new groyne field to support ongoing beach management activities is likely to be required during this period to retain the current levels of protection.	It is likely that upgrade of the seawalls and groyne field along this section would be required during this period in order to maintain current levels of protection.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
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	management activities during this period.		
	<p>The seawall along this part of Exmouth protects low-lying land from flooding. The continued presence of these defences will be ensured by beach management activities that protect against undermining. There will therefore be no change in shoreline position during this period.</p> <p>The beach levels that front the seawall along this part of Exmouth have historically fluctuated, although in the last ten years, they have experienced a trend of net erosion. This trend is expected to continue although the risk to defences will be minimised by beach management activities.</p>	<p>There would continue to be a lack of sediment input from cliff erosion and littoral transport from the east. This could begin to make beach management activities unsustainable unless new sediment is supplied from other sources. The realignment of The Maer to the east during this period may also reduce the amount of material along this section further.</p> <p>Along the frontage, coastal squeeze is predicted due to the lack of sediment input and increasing sea levels. New defences possibly including control structures and/or beach recharge could therefore be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change.</p>	<p>Rising sea levels combined with a lack of sediment input would be expected to cause narrowing and steepening of the beach fronting this part of Exmouth, resulting in a beach only being present at low water. This could begin to make beach management activities unsustainable unless new sediment is supplied from other sources.</p> <p>New defences possibly including control structures and/or beach recharge could therefore be required during this period in order to maintain current levels of protection.</p> <p>This could have further impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change.</p>
Exmouth Spit	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	<p>Seawalls along the length of this part of the Exmouth frontage protect areas of low-lying hinterland (formerly a dynamic spit) from flooding.</p> <p>These would need to be raised locally to continue to provide current levels of protection. Where defences do not currently exist (at The Gut), then</p>	<p>Upgrade of the defences along this section is anticipated to be required during this period in order to maintain current levels of protection.</p>	<p>Upgrade of the defences along this section is anticipated to be required during this period in order to maintain current levels of protection.</p>

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	new hard defences are likely to be required.		
	<p>The Exe Estuary is also believed to be a sink for sediment, with Pole Sand having exhibited a net increase in size since 1853. It is anticipated that there would be continued supply to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>Continued defence of this section includes the likely need to upgrade existing defences, or even construct new defences in places, during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p>	<p>Upgrade of existing defences or even construction of new defences along this section would be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change.</p> <p>There would be continued supply to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p>	<p>Upgrade of existing defences or even construction of new defences along this section would be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change.</p> <p>There would be continued supply to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p>
Exe Estuary – Exmouth (West)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	Within this part of the Exe Estuary, defences are to be maintained along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences are to be maintained within this part of the Exe Estuary along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by pro-active management. This is likely to include the need to construct new hard defences during this period.
	The Exe Estuary is believed to be a sink for sediment, with Pole Sand having exhibited a net increase in size since 1853. It is anticipated that there would be continued supply to the flood and	New defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection. This could have an impact on the estuary by	New defences within this part of the Exe Estuary may be likely to be required during this period in order to maintain current levels of protection. This could have an impact on the estuary by

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	<p>ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>There is likely to be a need to construct new defences within this part of the Exe Estuary during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p>	<p>restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>There would be continued supply to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable. This could however impact on the adjacent open coasts which are thought to be the source of the sediment to these deltas.</p>	<p>restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>There would be continued supply to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable. This could however impact on the adjacent open coasts which are thought to be the source of the sediment to these deltas.</p>
Exe Estuary – Exmouth (West) to Lypstone	<p>Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)</p>	<p>Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)</p>	<p>Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)</p>
	<p>Within this part of the Exe Estuary, defences are to be maintained along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.</p>	<p>Defences are to be maintained within this part of the Exe Estuary along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.</p>	<p>Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by pro-active management. This is likely to include the need to construct new hard defences during this period.</p>
	<p>The Exe Estuary is believed to be a sink for sediment, with Pole Sand having exhibited a net increase in size since 1853. It is anticipated that there would be continued feed to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>There is likely to be a need to construct new defences within this part of the Exe Estuary during this period in order to maintain current</p>	<p>New defences within this part of the estuary are likely to be required during this period in order to maintain current levels of protection. This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>There would be continued supply to the flood</p>	<p>New defences within this part of the Exe Estuary may be likely to be required during this period in order to maintain current levels of protection. This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>There would be continued supply to the flood</p>

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	<p>levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>
Exe Estuary – Lympstone Commando	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	Within this part of the Exe Estuary, defences are to be maintained along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences are to be maintained within this part of the Exe Estuary along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by pro-active management. This is likely to include the need to construct new hard defences during this period.
	There is likely to be a need to construct new defences within this part of the Exe Estuary during this period in order to maintain current levels of protection. This could have an impact on the estuary by	New defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection. This could have an impact on the estuary by restricting its ability to adapt to rising sea levels	New defences within this part of the Exe Estuary may be likely to be required during this period in order to maintain current levels of protection. This could have an impact on the estuary by restricting its ability to adapt to rising sea levels

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>
Exe Estuary – Nutwell Park	<p>Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)</p>	<p>Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)</p>	<p>Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)</p>
	<p>Within this part of the Exe Estuary, defences are to be maintained along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.</p>	<p>Defences are to be maintained within this part of the Exe Estuary along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.</p>	<p>Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by pro-active management. This is likely to include the need to construct new hard defences during this period.</p>
	<p>There is likely to be a need to construct new defences within this part of the Exe Estuary during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future</p>	<p>New defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of</p>	<p>New defences within this part of the Exe Estuary may be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
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	<p>climate change, although it is unlikely to be significant during this period.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>
Exe Estuary – Lypstone	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	<p>Within this part of the Exe Estuary, defences are to be maintained along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.</p>	<p>Defences are to be maintained within this part of the Exe Estuary along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.</p>	<p>Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by pro-active management. This is likely to include the need to construct new hard defences during this period.</p>
	<p>There is likely to be a need to construct new defences within this part of the Exe Estuary during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p>	<p>New defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p>	<p>New defences within this part of the Exe Estuary may be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.
Exe Estuary – Exton	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	Within this part of the Exe Estuary, defences are to be maintained along existing alignments by raising the height of the defences during this period.	Defences are to be maintained within this part of the Exe Estuary along existing alignments by raising the height of the defences further during this period.	Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by constructing new hard defences during this period.
	There is likely to be a need to raise the height of existing defences within this part of the Exe Estuary during this period in order to maintain current levels of protection. This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period. Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes	Increasing the height of the defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection. This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels. Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences	New defences within this part of the Exe Estuary are likely to be required during this period in order to maintain current levels of protection. This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels. Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.
Exe Estuary – Exton to Lower Clyst	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	Within this part of the Exe Estuary, defences are to be maintained along existing alignments by raising the height of the defences during this period.	Defences are to be maintained within this part of the Exe Estuary along existing alignments by raising the height of the defences further during this period.	Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by constructing new hard defences during this period.
	<p>There is likely to be a need to raise the height of existing defences within this part of the Exe Estuary during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p> <p>This area could also be affected by Managed Realignment in the Lower Clyst (see section below) that would occur during this period. This could possibly release sediment into the estuary or cause the Clyst channel to meander.</p>	<p>Increasing the height of the defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>This area could also be affected by Managed Realignment in the Lower Clyst (see section below) that would occur during this period. This could possibly release sediment into the estuary</p>	<p>New defences within this part of the Exe Estuary are likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>This area could also be affected by Managed Realignment in the Lower Clyst (see section below) that would occur during this period. This could possibly release sediment into the estuary or cause the Clyst channel to meander.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	<p>or cause the Clyst channel to meander.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.
Exe Estuary – Clyst Bridge to Railway	Policy Assessed = Managed Realignment (from Exe Estuary Coastal Management Study)	Policy Assessed = Managed Realignment (from Exe Estuary Coastal Management Study)	Policy Assessed = Managed Realignment (from Exe Estuary Coastal Management Study)
	Managed realignment involving the construction of secondary lines of defence to create new areas of intertidal habitat is to be implemented during this period within the Lower Clyst.	Ongoing maintenance and upgrade of the secondary lines of defence is likely to be required during this period to retain the required levels of protection.	Ongoing maintenance and upgrade of the secondary lines of defence is likely to be required during this period to retain the required levels of protection.
	<p>Realigning the defences in this area will create large areas of new intertidal habitat, countering any coastal squeeze effects that may otherwise occur during this period if existing defence alignments were retained.</p> <p>This will allow for a more naturally functioning system in this area.</p> <p>However, in implementing this policy, consideration must be given to potential impacts in the rest of the Exe Estuary.</p>	<p>Realigning the defences in this area will create large areas of new intertidal habitat, countering any coastal squeeze effects that may otherwise occur during this period if existing defence alignments were retained.</p> <p>This will allow for a more naturally functioning system in this area.</p> <p>However, in implementing this policy, consideration must be given to potential impacts in the rest of the Exe Estuary.</p>	<p>Realigning the defences in this area will create large areas of new intertidal habitat, countering any coastal squeeze effects that may otherwise occur during this period if existing defence alignments were retained.</p> <p>This will allow for a more naturally functioning system in this area.</p> <p>However, in implementing this policy, consideration must be given to potential impacts in the rest of the Exe Estuary.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.
Exe Estuary – Topsham	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	Within this part of the Exe Estuary, defences are to be maintained along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences are to be maintained within this part of the Exe Estuary along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by pro-active management. This is likely to include the need to construct new hard defences during this period.
	There is likely to be a need to construct new defences within this part of the Exe Estuary during this period in order to maintain current levels of protection. This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period. Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences	New defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection. This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels. Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences	New defences within this part of the Exe Estuary may be likely to be required during this period in order to maintain current levels of protection. This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels. Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.
Exe Estuary – M5 (east) to St James' Weir	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	Within this part of the Exe Estuary, defences are to be maintained along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences are to be maintained within this part of the Exe Estuary along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by pro-active management. This is likely to include the need to construct new hard defences during this period.
	There is likely to be a need to construct new defences within this part of the Exe Estuary during this period in order to maintain current levels of protection. This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period. Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes	New defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection. This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels. Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes	New defences within this part of the Exe Estuary may be likely to be required during this period in order to maintain current levels of protection. This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels. Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes

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	within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.
Exe Estuary – Topsham Sludge Beds	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	Within this part of the Exe Estuary, defences are to be maintained along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences are to be maintained within this part of the Exe Estuary along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by pro-active management. This is likely to include the need to construct new hard defences during this period.
	<p>There is likely to be a need to construct new defences within this part of the Exe Estuary during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit.</p>	<p>New defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit.</p>	<p>New defences within this part of the Exe Estuary may be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.
Exe Estuary – St James' Weir to M5 (west)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	Within this part of the Exe Estuary, defences are to be maintained along existing alignments by raising the height of the defences during this period.	Defences are to be maintained within this part of the Exe Estuary along existing alignments by raising the height of the defences further during this period.	Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by constructing new hard defences during this period.
	<p>There is likely to be a need to raise the height of existing defences within this part of the Exe Estuary during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is</p>	<p>Increasing the height of the defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario</p>	<p>New defences within this part of the Exe Estuary are likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	maintained.	A, it is assumed that Dawlish Warren spit is maintained.	maintained.
Exe Estuary – M5 (west) to Turf Lock	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	Within this part of the Exe Estuary, defences are to be maintained along existing alignments by proactive management. This may include the need to upgrade some defences during this period.	Defences are to be maintained within this part of the Exe Estuary along existing alignments by proactive management. This may include the need to upgrade some defences during this period.	Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by pro-active management. This is likely to include the need to construct new hard defences during this period.
	<p>There is likely to be a need to construct new defences within this part of the Exe Estuary during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>New defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>New defences within this part of the Exe Estuary may be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Exe Estuary – Turf Lock to Powderham	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Managed Realignment (from Exe Estuary Coastal Management Study)	Policy Assessed = Managed Realignment (from Exe Estuary Coastal Management Study)
	The existing defences along this section would be maintained in the short term by pro-active management to allow detailed planning of managed realignment options in the medium to long term.	Implementation of managed realignment during this period would involve construction of secondary lines of defence and managed breaching of existing defences.	Ongoing maintenance and upgrade of the secondary lines of defence is likely to be required during this period to retain the required levels of protection.
	<p>The current levels of protection provided by the existing defences along this part of the estuary are to be maintained during this period by pro-active management. This is a short term measure to allow for detailed planning of how to implement managed realignment in the medium to long term.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>Realigning the defences in this area will create large areas of new intertidal habitat, countering any coastal squeeze effects that may otherwise occur during this period if existing defence alignments were retained.</p> <p>This will allow for a more naturally functioning system in this area.</p> <p>However, consideration would need to be given to the impacts of this policy on the whole Exe Estuary, as initial studies suggest that managed realignment in this area could have implications for sediment transport patterns at the estuary mouth.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario</p>	<p>Realigning the defences in this area will create large areas of new intertidal habitat, countering any coastal squeeze effects that may otherwise occur during this period if existing defence alignments were retained.</p> <p>This will allow for a more naturally functioning system in this area.</p> <p>However, consideration would need to be given to the impacts of this policy on the whole Exe Estuary, as initial studies suggest that managed realignment in this area could have implications for sediment transport patterns at the estuary mouth.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		A, it is assumed that Dawlish Warren spit is maintained.	A, it is assumed that Dawlish Warren spit is maintained.
Exe Estuary – Powderham (South)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	Within this part of the Exe Estuary, defences are to be maintained along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences are to be maintained within this part of the Exe Estuary along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by pro-active management. This is likely to include the need to construct new hard defences during this period.
	<p>There is likely to be a need to construct new defences within this part of the Exe Estuary during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>New defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>This area could also be affected by Managed Realignment along Powderham Banks (see section above) that would occur during this period. This could possibly release sediment into the estuary or cause the main channel of the Exe to meander.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be</p>	<p>New defences within this part of the Exe Estuary may be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>This area could also be affected by Managed Realignment along Powderham Banks (see section above) that would occur during this period. This could possibly release sediment into the estuary or cause the main channel of the Exe to meander.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.
Exe Estuary – Starcross	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	Within this part of the Exe estuary, defences are to be maintained along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences are to be maintained within this part of the Exe estuary along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.	Defences in this part of the Exe estuary are to be continued to be maintained along existing alignments by pro-active management. This is likely to include the need to construct new hard defences during this period.
	<p>The Exe Estuary is also believed to be a sink for sediment, with Pole Sand having exhibited a net increase in size since 1853. It is anticipated that there would be continued supply to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>There is likely to be a need to construct new defences within this part of the Exe Estuary during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p> <p>Dawlish Warren spit plays a role in determining</p>	<p>New defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>There would be continued feed to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes</p>	<p>New defences within this part of the Exe estuary may be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>There would be continued feed to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes</p>

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	the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.	within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.
Exe Estuary – Cockwood	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)
	Within this part of the Exe Estuary, defences are to be maintained along existing alignments by pro-active management during this period. This may include the need to upgrade some defences during this period.	Upgrade of the defences along this part of the Exe Estuary is anticipated to be required during this period in order to maintain current levels of protection.	Construction of new defences along this part of the Exe Estuary is likely to be required during this period in order to maintain current levels of protection.
	<p>The Exe Estuary is also believed to be a sink for sediment, with Pole Sand having steadily increased in size since 1853. It is anticipated that there would be continued feed to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>The existing defences along this section are to be maintained during this period by pro-active management during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels</p>	<p>The defences within this part of the estuary would need to be upgraded by localised raising of defence heights during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>There would be continued feed to the flood and ebb deltas at the mouth of the estuary and</p>	<p>New defences along this part of the Exe estuary would likely be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep pace with rising sea levels.</p> <p>There would be continued feed to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>therefore these are likely to remain stable.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>
Exe Estuary – Cockwood to The Warren	<p>Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)</p>	<p>Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)</p>	<p>Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)</p>
	<p>Within this part of the Exe Estuary, defences are to be maintained along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.</p>	<p>Defences are to be maintained within this part of the Exe Estuary along existing alignments by pro-active management. This may include the need to upgrade some defences during this period.</p>	<p>Defences in this part of the Exe Estuary are to be continued to be maintained along existing alignments by pro-active management. This is likely to include the need to construct new hard defences during this period.</p>
	<p>The Exe Estuary is also believed to be a sink for sediment, with Pole Sand having exhibited a net increase in size since 1853. It is anticipated that there would be continued supply to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>There is likely to be a need to construct new defences within this part of the Exe estuary</p>	<p>New defences within this part of the estuary would be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep</p>	<p>New defences within this part of the Exe estuary may be likely to be required during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change. This could result in the loss of intertidal areas if sedimentation is unable to keep</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>during this period in order to maintain current levels of protection.</p> <p>This could have an impact on the estuary by restricting its ability to adapt to rising sea levels and changes in hydrology resulting from future climate change, although it is unlikely to be significant during this period.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>pace with rising sea levels.</p> <p>There would be continued feed to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>	<p>pace with rising sea levels.</p> <p>There would be continued feed to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. In this Policy Scenario A, it is assumed that Dawlish Warren spit is maintained.</p>
Dawlish Warren (East - Distal End)	<p>Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)</p> <p>There are no obvious defences along this section, although it is presently anchored by a series of buried groynes.</p> <p>Beach management activities, such as beach recycling and re-profiling, and possibly beach recharge, would ensure the current flood defence performance of this section with regards the protection it affords the inner estuary is retained during this period.</p>	<p>Policy Assessed = Managed Realignment (from Exe Estuary Coastal Management Study)</p> <p>Beach management activities would be ceased during this period, allowing the distal end to evolve more naturally.</p> <p>If necessary, roll back of the spit into the estuary could possibly be controlled by construction of a new secondary line of defences at the rear of the spit, although this would require further detailed investigation.</p>	<p>Policy Assessed = Managed Realignment (from Exe Estuary Coastal Management Study)</p> <p>Secondary defences would control the extent of spit roll back during this period in order to ensure the spit continues to provide flood defence function to the inner estuary behind.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>The Exe Estuary is also believed to be a sink for sediment, with Pole Sand exhibited a net increase in size since 1853. It is anticipated that there would be continued supply to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>The distal end of Dawlish Warren is highly dynamic and presently accreting due to west-to-east transport that occurs along the whole of Dawlish Warren.</p> <p>Beach management activities during this period would ensure that this section continued to limit wave propagation into the estuary (and so continue to provide a flood defence function to the inner estuary).</p>	<p>The cessation of beach management during this period will allow the distal end of Dawlish Warren to behave more naturally, allowing it to roll back into the estuary in response to sea level rise.</p> <p>The amount of roll back would be monitored, and if necessary, a secondary defence line could be constructed during this period at the rear of the spit to prevent further roll back that would compromise the flood defence function provided by this section to the inner estuary.</p> <p>There would be continued supply to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable and would continue to have a sheltering affect on the shoreline.</p>	<p>If the secondary defence line is not constructed in the medium term, then the amount of roll back would continue to be monitored, and if necessary, a secondary defence line would be constructed during this period at the rear of the spit to prevent further roll back that would compromise the flood defence function provided by this section to the inner estuary.</p> <p>There would be continued supply to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p>
Dawlish Warren (Central – Gabion Defences)	Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)	Policy Assessed = Managed Realignment (from Exe Estuary Coastal Management Study)	Policy Assessed = Managed Realignment (from Exe Estuary Coastal Management Study)
	<p>Gabion defences situated along this section serve to protect against flooding. These defences are complimented by ongoing beach management activities, including beach recharge, that ensure the integrity of the defences is not compromised by undermining due to reductions in beach levels.</p> <p>This helps to retain the current flood defence function of this section with regards the protection it affords the inner estuary.</p>	<p>Beach management activities would be ceased during this period, allowing this section to evolve more naturally.</p> <p>Construction of a new secondary line of defences would be required during this period to control the amount of roll back of the spit to ensure its function as a flood defence for the inner estuary is not compromised.</p>	<p>Ongoing maintenance and upgrade of the secondary lines of defence is likely to be required during this period to retain the required levels of protection.</p>
	This section of Dawlish Warren spit has exhibited	Cessation of beach management activities during	Continued monitoring and maintenance, and

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>roll back into the inner estuary since at least 1853.</p> <p>The Exe Estuary is also believed to be a sink for sediment, with Pole Sand having exhibited a net increase in size since 1853. It is anticipated that there would be continued supply to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p> <p>Beach management activities during this period would ensure that this section continues to limit wave propagation into the estuary (and so continue to provide a flood defence function to the inner estuary). This will also reduce the risk of the gabion defences being undermined during this period.</p>	<p>this period will allow the spit to evolve more naturally, allowing it to roll back into the estuary in response to sea level rise towards a new secondary defence line that would maintain the flood defence function provided by this section to the inner estuary.</p> <p>The position of the secondary defence line is not prescribed, but it is estimated that roll back of the spit to the position of the Inner Warren will take approximately 30 years.</p> <p>There would be continued supply to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable and would continue to have a sheltering affect on the shoreline.</p>	<p>possible upgrade, of the secondary defence line during this period will be required to ensure the flood defence function provided by Dawlish Warren to the inner estuary is maintained.</p> <p>There would be continued supply to the flood and ebb deltas at the mouth of the estuary and therefore these are likely to remain stable.</p>
Dawlish Warren (West – Hard Defences)	<p>Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)</p>	<p>Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)</p>	<p>Policy Assessed = Hold the Line (from Exe Estuary Coastal Management Study)</p>
	<p>The proximal end of Dawlish Warren spit is presently protected by groynes and gabions (some of which are currently buried). These could require upgrading during this period. Beach management activities would also be required to ensure the integrity of the defences is not compromised.</p> <p>Between Dawlish Warren and Langstone Rock the coast is protected by a sea wall and rock armour. These could also require upgrading during this period.</p>	<p>The defences at the proximal end of Dawlish Warren could require upgrading during this period in order to hold this part of the spit in its present location.</p>	<p>The defences at the proximal end of Dawlish Warren could require upgrading during this period in order to hold this part of the spit in its present location.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>The erosional trend at the western end of the spit is expected to continue due to the net west to east littoral drift and lack of sediment input from the east. This would be countered by beach management activities including beach recycling and recharge.</p> <p>Continued presence of defences along this section will protect the land behind from flooding, whilst the beach management activities will help to prevent undermining of defences.</p> <p>To the south-west of Dawlish Warren, erosion is prevented by the seawall and rock armour therefore there will be no change in shoreline position.</p> <p>There is also little or no sediment input from the west past Langstone Rock</p>	<p>There would be continued erosional pressures on the spit at the proximal end.</p> <p>Ongoing beach management activities combined with upgrade of the defences along the existing alignment would continue to provide flood protection to the land behind.</p> <p>To the south-west of Dawlish Warren, erosion is prevented by the seawall and rock armour therefore there will be no change in shoreline position, although these defences may need upgrading to maintain the current level of protection. These defences and the breakwater at Langstone Point prevent alongshore supply to this frontage.</p>	<p>Rising sea levels combined with a lack of sediment input would be expected to cause narrowing and steepening of the beach along this section at the western end of Dawlish Warren.</p> <p>New defences possibly including control structures and/or beach recharge are likely to be required during this period in order to maintain current levels of protection.</p> <p>Any improvement of defences along this western stretch of Dawlish Warren could increase the pressure along the central section, where defences stop.</p> <p>To the south-west of Dawlish Warren, erosion is prevented by the seawall and rock armour therefore there will be no change in shoreline position, although these defences may need upgrading to maintain the current level of protection. These defences and the breakwater at Langstone Point prevent alongshore supply to this frontage.</p>
Langstone Rock to Coryton Cove	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>A seawall extends along this section as protection to the railway line. The beach fronting the seawall is controlled by groynes and breakwaters.</p> <p>For Policy Scenario A, it is assumed that the seawall is maintained to continue to provide protection to the mainline railway.</p>	<p>For Policy Scenario A, it is assumed that the seawall is maintained to continue to provide protection to the mainline railway.</p> <p>Upgrade of the defences is therefore likely to be required at the beginning of this period in order to maintain the current level of protection.</p>	<p>For Policy Scenario A, it is assumed that the seawall is maintained to continue to provide protection to the mainline railway.</p> <p>Upgrade of the defences could therefore be required during this period in order to maintain the current level of protection.</p>
	The presence of the seawall prevents erosion of	There would be no change in shoreline position,	There would be no change in shoreline position,

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>the cliff toe along this section and has resulted in the cliff line being fixed over the past century or more. A continuation of defences will result in no change in shoreline position, and in turn a lack of sediment supply to the local beaches.</p> <p>Despite the presence of the control structures, the beach fronting this section has a long term trend of erosion and narrowing. The defences along this section have prevented any input of sediment through cliff erosion, but also sit several metres in front of the natural cliffline. The trend of erosion and narrowing would continue during this period.</p>	<p>due to the continuation of the defences.</p> <p>Beach narrowing will continue to be an important issue, with most of the beach likely to disappear during this period, due to lack of sediment input, sea level rise and the defences preventing any shoreline retreat. Defences will have to be upgraded to cope with the increased pressure and risk of overtopping which will result.</p>	<p>due to the continuation of the defences.</p> <p>It is unlikely that any beaches would be present by this period and therefore there would be increased exposure and therefore pressure on existing defences.</p> <p>New defences would therefore be required during this period in order to reduce the risk to the defences. There is already limited interaction with adjacent shorelines therefore this would not have an impact up or downdrift.</p>
Coryton Cove to Holcombe	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>Short lengths of seawall that protect the railway line are located at the backs of small pocket beaches that indent this section.</p> <p>For Policy Scenario A, it is assumed that the seawall is maintained to continue to provide protection to the mainline railway.</p>	<p>For Policy Scenario A, it is assumed that the seawall is maintained to continue to provide protection to the mainline railway.</p> <p>Upgrade of the defences is therefore likely to be required at the beginning of this period in order to maintain the current level of protection.</p> <p>Monitoring of the undefended cliffed headlands would be undertaken, and consideration may need to be given during this period to implementing measures to reduce the rate of recession in these areas so as to protect the railway line where it passes through tunnels carved within these features.</p>	<p>For Policy Scenario A, it is assumed that the seawall is maintained to continue to provide protection to the mainline railway.</p> <p>Upgrade of the defences could therefore be required during this period in order to maintain the current level of protection.</p> <p>Monitoring of the undefended cliffed headlands would be undertaken, and consideration may need to be given during this period to implementing measures to reduce the rate of recession in these areas so as to protect the railway line where it passes through tunnels carved within these features.</p>
	This section consists of small cliffed headlands	The cliffed headlands would continue to erode as	Continued erosion of the cliffed headlands as a

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>indented with small pocket beaches. These beaches have been stable over the longer term and this is expected to continue to 2025, although coastal squeeze could become increasingly important towards the end of this period.</p> <p>The cliffed headlands are undefended and expected to continue to erode as historically as a result of infrequent small scale cliff failure events, with total erosion of 1 to 2m predicted by 2025.</p>	<p>historically at a rate of about 0.1m/yr due to infrequent small scale cliff failure events, although sea level rise could begin to lead to an increase in this rate during this period, with total erosion of 2 to 6m predicted by 2055. This would likely cause a significant risk to the railway line that runs through tunnels carved inside these headlands, and so measures may be needed to reduce the rate of cliff recession during this period.</p> <p>Along the rest of the coast erosion would be prevented by the presence of seawalls.</p> <p>It is likely that the small pocket beaches would narrow as a result of lack of sediment input, defences preventing retreat and sea level rise. This would increase exposure of the defences.</p>	<p>result of infrequent small scale cliff failure events is expected to occur, although sea level rise could begin to lead to an increase in this rate during this period, with total erosion of 5 to 30m predicted by 2105. This would likely cause a significant risk to the railway line that runs through tunnels carved inside these headlands. If not implemented in the medium term, measures may be needed to reduce the rate of cliff recession during this period.</p> <p>Along the rest of the coast erosion would be prevented by the presence of seawalls.</p> <p>As sea levels rise, the small pocket beaches could narrow and in places disappear as a result of lack of sediment input, defences preventing retreat and sea level rise. This would increase exposure of the defences and mean that they would require upgrading to provide current levels of protection.</p>
POLICY SCENARIO AREA: HOLCOMBE TO HOPE'S NOSE			
Holcombe to Sprey Point	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>A seawall extends along this section as protection to the railway line, which sits at the toe of the cliffs.</p> <p>For Policy Scenario A, it is assumed that the seawall is maintained to continue to provide protection to the mainline railway.</p>	<p>For Policy Scenario A, it is assumed that the seawall is maintained to continue to provide protection to the mainline railway.</p> <p>Upgrade of the defences is therefore likely to be required at the beginning of this period in order to maintain the current level of protection.</p>	<p>For Policy Scenario A, it is assumed that the seawall is maintained to continue to provide protection to the mainline railway.</p> <p>Upgrade of the defences could therefore be required during this period in order to maintain the current level of protection.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>The presence of the seawall prevents erosion of the cliff toe along this section and has resulted in negligible cliff recession occurring over the past century or more, and in turn a lack of sediment supply to the local beaches. This situation is expected to continue to 2025.</p> <p>The beach fronting the seawall has a long term trend of erosion and narrowing. Coastal squeeze as a result of sea level rise is therefore likely to become increasingly significant during this period to 2025.</p>	<p>Continued defence of the cliff toe would result in negligible cliff recession between 2025 and 2055 and so provide no input of sediment to the local beach.</p> <p>Sea level rise could cause further narrowing of the beach. This would put increased pressure on the existing defences and new defences, possibly including control structures and/or beach recharge, would likely be required in the early part of this period.</p>	<p>Continued defence of the cliff toe would result in negligible cliff recession between 2055 and 2105 and so provide no input of sediment to the local beach.</p> <p>Due to sea level rise it is expected that there would be no beach fronting the defences, which would have obvious impacts on the current defences.</p> <p>Therefore, new defences possibly including control structures and/or beach recharge could be required during this period.</p>
Sprey Point	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>Sprey Point is a concrete platform protected by seawall that is built out seawards from the alignment of the adjacent seawalls.</p>	<p>Upgrade of the defences along this section is likely to be required during this period in order to maintain the current level of protection.</p>	<p>Upgrade of the defences along this section is likely to be required during this period in order to maintain the current level of protection.</p>
	<p>The presence of the defences at Sprey Point prevents erosion of the cliff toe along this section and has resulted in negligible cliff recession occurring over the past century or more, and in turn a lack of sediment supply to the local beaches. This situation is expected to continue to 2025.</p> <p>There is very little beach fronting the seawall along this section due to the prominence of Sprey Point. The long term trend of erosion and narrowing associated with coastal squeeze as a result of sea level rise is therefore likely to become increasingly significant during this period</p>	<p>Continued defence of the cliff toe would result in negligible cliff recession between 2025 and 2055 and so provide no sediment to the local beach.</p> <p>Sea level rise could cause even further narrowing of the beach. This would put increased pressure on the existing defences and new defences, possibly including control structures and/or beach recharge, would likely be required in the early part of this period.</p>	<p>Continued defence of the cliff toe would result in negligible cliff recession between 2055 and 2105 and so provide no sediment to the local beach.</p> <p>Due to sea level rise it is expected that there would be no beach fronting the defences, which would have obvious impacts on the current defences.</p> <p>New defences possibly including control structures and/or beach recharge could be required during this period to retain the current level of protection.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	to 2025.		
Sprey Point to Teignmouth Pier	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	A seawall protects the railway line along the northern part of this section, and provides flood protection to low-lying land towards Teignmouth Pier. Along the southern part of this section fronting Teignmouth, groynes also help to control the littoral drift of beach material.	Upgrade of the defences is likely to be required during this period in order to maintain the current level of protection.	Upgrade of the defences could be required during this period in order to maintain the current level of protection.
	<p>The presence of the seawall prevents erosion of the cliff toe along this section and has resulted in negligible cliff recession occurring over the past century or more, and in turn a lack of sediment supply to the local beaches. This situation would continue to 2025, although very small scale, localised landslides could occur as a result of elevated groundwater conditions.</p> <p>The beach fronting the seawall in the northern part of this section has a long term trend of erosion and narrowing. Coastal squeeze as a result of sea level rise is therefore likely to become increasingly significant during this period to 2025.</p> <p>The beach towards the Teignmouth Pier has historically fluctuated as part of a cyclic sediment transport regime that exists in this area. This is expected to continue to 2025. However, this could be affected by any changes in the management of the Teign Estuary and so this would need to be looked at in further detail as</p>	<p>The continued protection of the cliff toe in the northern part of this section would result in negligible cliff recession, although some localised small scale cliff failures could occur as a result of elevated groundwater.</p> <p>The beach along the northern part would be expected to narrow as sea levels rise, and new defences possibly including control structures and/or beach recharge are anticipated to be required during this period in order to reduce the risk to the defences.</p> <p>The beach fronting Teignmouth towards the pier would be expected to continue to fluctuate as part of the cyclic sediment transport system, although sea level rise could cause some narrowing of the beach in the longer term as it is prevented from adapting by the seawall that backs it.</p>	<p>Much as for the Short and Medium Term.</p> <p>Negligible cliff recession would be expected, other than occasional localised small scale cliff failures as a result of elevated groundwater levels.</p> <p>As sea levels rise, the beaches along this section backed by seawalls are expected to narrow and steepen, and could possibly disappear in places due to insufficient input of new sediment and the fact that their seaward migration is prevented.</p> <p>New defences including possibly control structures and/or beach recharge may be required during this period in order to maintain current levels of protection.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	part of any future Teign Estuary management.		
Teignmouth Pier to The Point	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	A seawall provides flood protection to low-lying land along the open coast towards the mouth of the Teign estuary.	Upgrade of the defences is likely to be required during this period in order to maintain the current level of protection.	Upgrade of the defences could be required during this period in order to maintain the current level of protection.
	The beach towards the Teign estuary mouth has historically fluctuated as part of a cyclic sediment transport regime that exists in this area. This is expected to continue to 2025.	The beach fronting Teignmouth towards the mouth of the Teign estuary would be expected to continue to fluctuate as part of the cyclic sediment transport system, although sea level rise could cause some narrowing of the beach in the longer term as it is prevented from adapting by the seawall that backs it.	As sea levels rise, the beaches along this section backed by seawalls are expected to narrow and steepen, and could possibly disappear in places due to insufficient input of new sediment and the fact that their seaward migration is prevented. New defences including possibly control structures and/or beach recharge may be required during this period in order to maintain current levels of flood protection to the low-lying areas of Teignmouth.
Teign Estuary – The Point to Teignmouth and Shaldon Bridge	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)
	A seawall protects the railway line along the western end of this section. Other defences including seawalls protect the eastern part of this section on the inner part of the spit that extends across the mouth of the estuary. The CFMP policy for this section is “ <i>P5 – Take further action to reduce flood risk (now and in the future)</i> ”. This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary.	The CFMP policy for this section is “ <i>P5 – Take further action to reduce flood risk (now and in the future)</i> ”. This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Upgrade of the defences is therefore likely to be required during this period in order to maintain the current level of protection.	The CFMP policy for this section is “ <i>P5 – Take further action to reduce flood risk (now and in the future)</i> ”. This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Upgrade of the defences could therefore be required during this period in order to maintain the current level of protection.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	Continued maintenance of some of the defences within this section is therefore assumed to occur during this period under this policy.		
	The Teign Estuary is likely to maintain its current form during this period, assuming riverine sediment inputs continue as at present.	<p>The Teign Estuary would be unable to translate landwards in response to sea level rise during this period due to the constraints of human intervention and steeply rising valley sides where no defences are present. It is therefore anticipated that the estuary would accrete vertically at a rate keeping pace with sea level rise whilst generally maintaining its present form during this period. This would likely involve erosion of some parts of the estuary to supply sediment to allow vertical accretion, and new sediment inputs from upstream sources would also contribute.</p> <p>This in turn could have impacts on the cyclic sediment circulation around the estuary mouth, though further detailed study is required to assess the full implications of this.</p>	<p>New defences may be required during this period in order to maintain current levels of protection.</p> <p>The Teign Estuary would be unable to translate landwards in response to sea level rise during this period due to the constraints of human intervention and steeply rising valley sides where no defences are present. It is therefore anticipated that the estuary would accrete vertically at a rate keeping pace with sea level rise whilst generally maintaining its present form during this period. This would likely involve erosion of some parts of the estuary to supply sediment to allow vertical accretion, and new sediment inputs from upstream sources would also contribute.</p> <p>This in turn could have impacts on the cyclic sediment circulation around the estuary mouth, though further detailed study is required to assess the full implications of this.</p>
Teign Estuary – North Shore (Teignmouth and Shaldon Bridge to Passage House Hotel)	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p> <p>A seawall protects the railway line along the length of this section that extends along the north shore of the Teign Estuary.</p> <p>The CFMP policy for this section is “<i>P5 – Take</i></p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
<p><i>further action to reduce flood risk (now and in the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary. Continued maintenance of some of the defences within this section is therefore assumed to occur during this period under this policy.</p>	<p>'Hold the Line' throughout the estuary.</p> <p>Upgrade of the defences is therefore likely to be required during this period in order to maintain the current level of protection.</p>	<p>'Hold the Line' throughout the estuary.</p> <p>Upgrade of the defences could therefore be required during this period in order to maintain the current level of protection.</p>	
	<p>The Teign Estuary is likely to maintain its current form during this period, assuming riverine sediment inputs continue as at present.</p>	<p>The Teign Estuary would be unable to translate landwards in response to sea level rise during this period due to the constraints of human intervention and steeply rising valley sides where no defences are present. It is therefore anticipated that the estuary would accrete vertically at a rate keeping pace with sea level rise whilst generally maintaining its present form during this period. This would likely involve erosion of some parts of the estuary to supply sediment to allow vertical accretion, and new sediment inputs from upstream sources would also contribute.</p> <p>This in turn could have impacts on the cyclic sediment circulation around the estuary mouth, though further detailed study is required to assess the full implications of this.</p>	<p>New defences may be required during this period in order to maintain current levels of protection.</p> <p>The Teign Estuary would be unable to translate landwards in response to sea level rise during this period due to the constraints of human intervention and steeply rising valley sides where no defences are present. It is therefore anticipated that the estuary would accrete vertically at a rate keeping pace with sea level rise whilst generally maintaining its present form during this period. This would likely involve erosion of some parts of the estuary to supply sediment to allow vertical accretion, and new sediment inputs from upstream sources would also contribute.</p> <p>This in turn could have impacts on the cyclic sediment circulation around the estuary mouth, though further detailed study is required to assess the full implications of this.</p>
<p>Teign Estuary – Passage House</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Hotel to A383 Kingsteignton Road Bridge	<p>Defences along this section protect low-lying areas from flooding. These would be retained during this period.</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued maintenance of some of the defences within this section is therefore assumed to occur during this period under this policy.</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary.</p> <p>Upgrade of the defences is therefore likely to be required during this period in order to maintain the current level of protection.</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary.</p> <p>Upgrade of the defences could therefore be required during this period in order to maintain the current level of protection.</p>
	<p>The Teign Estuary is likely to maintain its current form during this period, assuming riverine sediment inputs continue as at present.</p>	<p>The Teign Estuary would be unable to translate landwards in response to sea level rise during this period due to the constraints of human intervention and steeply rising valley sides where no defences are present. It is therefore anticipated that the estuary would accrete vertically at a rate keeping pace with sea level rise whilst generally maintaining its present form during this period. This would likely involve erosion of some parts of the estuary to supply sediment to allow vertical accretion, and new sediment inputs from upstream sources would also contribute.</p> <p>This in turn could have impacts on the cyclic sediment circulation around the estuary mouth, though further detailed study is required to assess the full implications of this.</p>	<p>New defences may be required during this period in order to maintain current levels of protection.</p> <p>The Teign Estuary would be unable to translate landwards in response to sea level rise during this period due to the constraints of human intervention and steeply rising valley sides where no defences are present. It is therefore anticipated that the estuary would accrete vertically at a rate keeping pace with sea level rise whilst generally maintaining its present form during this period. This would likely involve erosion of some parts of the estuary to supply sediment to allow vertical accretion, and new sediment inputs from upstream sources would also contribute.</p> <p>This in turn could have impacts on the cyclic sediment circulation around the estuary mouth, though further detailed study is required to assess</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
			the full implications of this.
Teign Estuary – Kingsteignton and Newton Abbot	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)
	Defences along this section protect low-lying areas from flooding. These would be retained during this period. The CFMP policy for this section is “ <i>P5 – Take further action to reduce flood risk (now and in the future)</i> ”. This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued maintenance of some of the defences within this section is therefore assumed to occur during this period under this policy.	The CFMP policy for this section is “ <i>P5 – Take further action to reduce flood risk (now and in the future)</i> ”. This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Upgrade of the defences is therefore likely to be required during this period in order to maintain the current level of protection.	The CFMP policy for this section is “ <i>P5 – Take further action to reduce flood risk (now and in the future)</i> ”. This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Upgrade of the defences could therefore be required during this period in order to maintain the current level of protection.
	The Teign Estuary is likely to maintain its current form during this period, assuming riverine sediment inputs continue as at present.	The Teign Estuary would be unable to translate landwards in response to sea level rise during this period due to the constraints of human intervention and steeply rising valley sides where no defences are present. It is therefore anticipated that the estuary would accrete vertically at a rate keeping pace with sea level rise whilst generally maintaining its present form during this period. This would likely involve erosion of some parts of the estuary to supply sediment to allow vertical accretion, and new sediment inputs from upstream sources would also contribute. This in turn could have impacts on the cyclic	New defences may be required during this period in order to maintain current levels of protection. The Teign Estuary would be unable to translate landwards in response to sea level rise during this period due to the constraints of human intervention and steeply rising valley sides where no defences are present. It is therefore anticipated that the estuary would accrete vertically at a rate keeping pace with sea level rise whilst generally maintaining its present form during this period. This would likely involve erosion of some parts of the estuary to supply sediment to allow vertical accretion, and new sediment inputs from upstream sources would

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		sediment circulation around the estuary mouth, though further detailed study is required to assess the full implications of this.	also contribute. This in turn could have impacts on the cyclic sediment circulation around the estuary mouth, though further detailed study is required to assess the full implications of this.
Teign Estuary – South Shore (Newton Abbot to Shaldon)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)
	There are only a few very small scale private defences along this otherwise undefended section. These would be retained during this period. The CFMP policy for this section is “ <i>P5 – Take further action to reduce flood risk (now and in the future)</i> ”. This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued maintenance of some of the defences within this section is therefore assumed to occur during this period under this policy.	The CFMP policy for this section is “ <i>P5 – Take further action to reduce flood risk (now and in the future)</i> ”. This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Upgrade of the defences is therefore likely to be required during this period in order to maintain the current level of protection.	The CFMP policy for this section is “ <i>P5 – Take further action to reduce flood risk (now and in the future)</i> ”. This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Upgrade of the defences could therefore be required during this period in order to maintain the current level of protection.
	The Teign Estuary is likely to maintain its current form during this period, assuming riverine sediment inputs continue as at present.	The Teign Estuary would be unable to translate landwards in response to sea level rise during this period due to the constraints of human intervention and steeply rising valley sides where no defences are present. It is therefore anticipated that the estuary would accrete vertically at a rate keeping pace with sea level rise whilst generally maintaining its present form during this period. This would likely involve erosion of some parts of the estuary to supply	New defences may be required during this period in order to maintain current levels of protection. The Teign Estuary would be unable to translate landwards in response to sea level rise during this period due to the constraints of human intervention and steeply rising valley sides where no defences are present. It is therefore anticipated that the estuary would accrete vertically at a rate keeping pace with sea level rise

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		<p>sediment to allow vertical accretion, and new sediment inputs from upstream sources would also contribute.</p> <p>This in turn could have impacts on the cyclic sediment circulation around the estuary mouth, though further detailed study is required to assess the full implications of this.</p>	<p>whilst generally maintaining its present form during this period. This would likely involve erosion of some parts of the estuary to supply sediment to allow vertical accretion, and new sediment inputs from upstream sources would also contribute.</p> <p>This in turn could have impacts on the cyclic sediment circulation around the estuary mouth, though further detailed study is required to assess the full implications of this.</p>
Teign Estuary - Shaldon	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)
	<p>Defences at Shaldon protect areas of low-lying land from flooding. These would be retained during this period.</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued maintenance of some of the defences within this section is therefore assumed to occur during this period under this policy.</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary.</p> <p>Upgrade of the defences is therefore likely to be required during this period in order to maintain the current level of protection.</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary.</p> <p>Upgrade of the defences could therefore be required during this period in order to maintain the current level of protection.</p>
	<p>The Teign Estuary is likely to maintain its current form during this period, assuming riverine sediment inputs continue as at present.</p>	<p>The Teign Estuary would be unable to translate landwards in response to sea level rise during this period due to the constraints of human intervention and steeply rising valley sides where no defences are present. It is therefore</p>	<p>New defences may be required during this period in order to maintain current levels of protection.</p> <p>The Teign Estuary would be unable to translate landwards in response to sea level rise during this</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		<p>anticipated that the estuary would accrete vertically at a rate keeping pace with sea level rise whilst generally maintaining its present form during this period. This would likely involve erosion of some parts of the estuary to supply sediment to allow vertical accretion, and new sediment inputs from upstream sources would also contribute.</p> <p>This in turn could have impacts on the cyclic sediment circulation around the estuary mouth, though further detailed study is required to assess the full implications of this.</p> <p>This would also be likely to lead to increased risk of flooding to low lying land at Shaldon unless defences are also upgraded in response.</p>	<p>period due to the constraints of human intervention and steeply rising valley sides where no defences are present. It is therefore anticipated that the estuary would accrete vertically at a rate keeping pace with sea level rise whilst generally maintaining its present form during this period. This would likely involve erosion of some parts of the estuary to supply sediment to allow vertical accretion, and new sediment inputs from upstream sources would also contribute.</p> <p>This in turn could have impacts on the cyclic sediment circulation around the estuary mouth, though further detailed study is required to assess the full implications of this.</p> <p>This would also be likely to lead to increased risk of flooding to low lying land at Shaldon unless defences are also upgraded in response.</p>
Shaldon (The Ness) to Maidencombe (North)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	This section consists of relatively resistant rock that has eroded very little over the past century. This is expected to continue in the short term, with total erosion of about 2m predicted by 2025. The Ness would remain as a southern control of the estuary mouth. Narrow beaches may be retained as small pocket	Slow cliff erosion would continue as historically at a rate of about 0.2m/yr, although the effect of sea level rise could result in this rate increasing during this period, with total erosion of up to 7m predicted by 2055. The Ness would remain as a southern control of the estuary mouth. As sea levels rise some of the pocket beaches	Slow cliff erosion would continue as historically at a rate of about 0.2m/yr, although the effect of sea level rise could result in this rate increasing during this period, with total erosion of 10 to 25m predicted by 2105. The Ness would remain as a southern control of the estuary mouth. Many of the small pocket beaches will have

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	beaches that indent this section, if there is sufficient local sediment input from the sandstone cliffs.	could become submerged as the rate of cliff erosion does not keep pace with the accelerated rate of sea level rise. Other beaches may remain if there is sufficient local erosion to maintain the beaches.	become submerged due to accelerated sea level rise meaning that cliffs here will plunge directly into the sea. This may result in a slight increase in erosion rates, but in general the rate of erosion is determined by the relatively resistant geology.
Maidencombe	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	The majority of this section is undefended but there are some short lengths of wall, associated with provision of facilities, located at the back of the small pocket beach at Maidencombe. It is assumed that, under Policy Scenario A, that it would be unlikely that these structures would attract public funds to be maintained or upgraded, and as such no maintenance of these is anticipated.	It is anticipated that the short lengths of wall along this section could fail during this period as a result of no maintenance assumed to occur under Policy Scenario A.	It is anticipated that the short lengths of wall along this section would fail during this period as a result of no maintenance assumed to occur under Policy Scenario A. This section would continue to evolve naturally thereafter, in a similar manner to adjacent sections of coast.
	Much of this section consists of relatively resistant rock that has eroded very little over the past century. This is expected to continue in the short term, with total erosion of about 2m predicted by 2025. The short lengths of wall located at the back of the small pocket beach that indents this section serve to prevent erosion of the cliff toe very locally, although they are unlikely to significantly inhibit supply of sediment to the local beach. A narrow beach may be retained if there is sufficient local sediment input from the sandstone cliffs.	Slow cliff erosion would continue as historically at a rate of about 0.2m/yr, although the effect of sea level rise could result in this rate increasing during this period, with total erosion of up to 7m predicted by 2055. As sea levels rise, the pocket beach could become submerged if the rate of cliff erosion does not keep pace with the accelerated rate of sea level rise. If there is sufficient local erosion, then a narrow beach may be maintained. The few coastal structures that exist could be lost during this period should the beach narrow sufficiently, but loss of these is unlikely to have a	Slow cliff erosion would continue as historically at a rate of about 0.2m/yr, although the effect of sea level rise could result in this rate increasing during this period, with total erosion of 10 to 25m predicted by 2105. The small pocket beach will have become submerged due to accelerated sea level rise meaning that cliffs here will plunge directly into the sea. This may result in a slight increase in erosion rates, but in general the rate of erosion is determined by the relatively resistant geology and as such it would not be expected to keep pace with sea level rise, even with the loss of localised

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		significant impact on the coastal evolution.	defences by this period.
Maidencombe (South) to Watcombe Head	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	This section consists of relatively resistant rock that has eroded very little over the past century. This is expected to continue in the short term, with total erosion of about 2m predicted by 2025. The Ness would remain as a southern control of the estuary mouth. Narrow beaches may be retained as small pocket beaches that indent this section, if there is sufficient local sediment input from the sandstone cliffs.	Slow cliff erosion would continue as historically at a rate of about 0.2m/yr, although the effect of sea level rise could result in this rate increasing during this period, with total erosion of up to 7m predicted by 2055. The Ness would remain as a southern control of the estuary mouth. As sea levels rise some of the pocket beaches could become submerged as the rate of cliff erosion does not keep pace with the accelerated rate of sea level rise. Other beaches may remain if there is sufficient local erosion to maintain the beaches.	Slow cliff erosion would continue as historically at a rate of about 0.2m/yr, although the effect of sea level rise could result in this rate increasing during this period, with total erosion of 10 to 25m predicted by 2105. The Ness would remain as a southern control of the estuary mouth. Many of the small pocket beaches will have become submerged due to accelerated sea level rise meaning that cliffs here will plunge directly into the sea. This may result in a slight increase in erosion rates, but in general the rate of erosion is determined by the relatively resistant geology.
Watcombe	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	The majority of this section is undefended but there are some short lengths of wall, associated with provision of facilities, located at the back of the small pocket beach at Watcombe. It is assumed that, under Policy Scenario A, it would be unlikely that these structures would attract public funds to be maintained or upgraded, and as such no maintenance of these is anticipated.	It is anticipated that the short lengths of wall along this section could fail during this period as a result of no maintenance assumed to occur under Policy Scenario A.	It is anticipated that the short lengths of wall along this section would fail during this period as a result of no maintenance assumed to occur under Policy Scenario A. This section would continue to evolve naturally thereafter, in a similar manner to adjacent sections of coast.
	Much of this section consists of relatively resistant	Slow cliff erosion would continue as historically at	Slow cliff erosion would continue as historically at

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>rock that has eroded very little over the past century. This is expected to continue in the short term, with total erosion of about 2m predicted by 2025.</p> <p>The short lengths of wall located at the back of the small pocket beach that indents this section serve to prevent erosion of the cliff toe very locally, although they are unlikely to significantly inhibit supply of sediment to the local beach.</p> <p>A narrow beach may be retained if there is sufficient local sediment input from the sandstone cliffs.</p>	<p>a rate of about 0.2m/yr, although the effect of sea level rise could result in this rate increasing during this period, with total erosion of up to 7m predicted by 2055.</p> <p>As sea levels rise, the pocket beach could become submerged if the rate of cliff erosion does not keep pace with the accelerated rate of sea level rise. If there is sufficient local erosion, then a narrow beach may be maintained.</p> <p>The few coastal structures that exist could be lost during this period should the beach narrow sufficiently, but loss of these is unlikely to have a significant impact on the coastal evolution.</p>	<p>a rate of about 0.2m/yr, although the effect of sea level rise could result in this rate increasing during this period, with total erosion of 10 to 25m predicted by 2105.</p> <p>The small pocket beach will have become submerged due to accelerated sea level rise meaning that cliffs here will plunge directly into the sea. This may result in a slight increase in erosion rates, but in general the rate of erosion is determined by the relatively resistant geology and as such it would not be expected to keep pace with sea level rise, even with the loss of localised defences by this period.</p>
Watcombe (South) to Petit Tor Point	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	<p>This section consists of relatively resistant rock that has eroded very little over the past century. This is expected to continue in the short term, with total erosion of about 2m predicted by 2025. The Ness would remain as a southern control of the estuary mouth.</p> <p>Narrow beaches may be retained as small pocket beaches that indent this section, if there is sufficient local sediment input from the sandstone cliffs.</p>	<p>Slow cliff erosion would continue as historically at a rate of about 0.2m/yr, although the effect of sea level rise could result in this rate increasing during this period, with total erosion of up to 7m predicted by 2055. The Ness would remain as a southern control of the estuary mouth.</p> <p>As sea levels rise some of the pocket beaches could become submerged as the rate of cliff erosion does not keep pace with the accelerated rate of sea level rise. Other beaches may remain if there is sufficient local erosion to maintain the</p>	<p>Slow cliff erosion would continue as historically at a rate of about 0.2m/yr, although the effect of sea level rise could result in this rate increasing during this period, with total erosion of 10 to 25m predicted by 2105. The Ness would remain as a southern control of the estuary mouth.</p> <p>Many of the small pocket beaches will have become submerged due to accelerated sea level rise meaning that cliffs here will plunge directly into the sea. This may result in a slight increase in erosion rates, but in general the rate of erosion is</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		beaches.	determined by the relatively resistant geology.
Petit Tor Point to Walls Hill	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>Much of this cliffed frontage is protected by a range of structures including seawalls and revetments. There are some short lengths of undefended cliff, mostly along the northern part of this section.</p> <p>It is assumed under Policy Scenario A that these sections will be maintained during this period.</p>	<p>Upgrade of defences is anticipated to be required during this period in order to maintain current levels of protection.</p>	<p>Upgrade of defences may be required during this period in order to maintain current levels of protection.</p>
	<p>The unprotected sandstone cliffs along the northern part of this section have eroded slowly in the past as a result of infrequent and small scale cliff failures. This is expected to continue during this period, with total erosion of between 3 and 10m predicted by 2025 along this section.</p> <p>Along Oddicombe Beach there are defences in front of the cliff toe which protects the lift and facilities at the back of the beach. These also serve to prevent any local release of sediment from cliff erosion. Here beaches will continue to narrow and steepen, as experienced historically. There is a similar situation at Redgate Beach.</p> <p>Any impacts if defences are only felt very locally as there is no linkage with other adjacent pocket beaches.</p>	<p>Slow erosion of the unprotected cliffs would continue as historically at a rate of about 0.15m/yr, although the effect of rising sea level would have varying impacts depending upon the nature of the cliffs, with total erosion of between 7 and 10m predicted by 2055.</p> <p>Narrowing beaches in front of the existing defences would become an increasing issue due to accelerated sea level rise. This could necessitate upgrading of the defences.</p>	<p>Slow erosion of the unprotected cliffs would continue as historically at a rate of about 0.15m/yr, although the effect of rising sea level would have varying impacts depending upon the nature of the cliffs, with total erosion of 10 to 15m predicted by 2105 along most of this section.</p> <p>As sea levels rise and with insufficient input of sediment from cliff erosion, the beaches are likely to disappear with water levels up to the toe of the defences, due to accelerated sea level rise. This could result in further improvements to the defences being required.</p>
Walls Hill	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences along this section.	No defences.	No defences.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	This section would continue to evolve naturally.	This section would continue to evolve naturally.	This section would continue to evolve naturally.
	The unprotected sandstone cliffs have eroded slowly in the past as a result of infrequent and small scale cliff failures. This is expected to continue during this period, with total erosion of between 3 and 10m predicted by 2025 along this section.	Slow erosion of the unprotected cliffs would continue as historically at a rate of about 0.15m/yr, although the effect of rising sea level would have varying impacts depending upon the nature of the cliffs, with total erosion of between 7 and 10m predicted by 2055.	Slow erosion of the unprotected cliffs would continue as historically at a rate of about 0.15m/yr, although the effect of rising sea level would have varying impacts depending upon the nature of the cliffs, with total erosion of 15 to 25m predicted at Walls Hill by 2105.
Anstey's Cove	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	Much of this cliffed frontage is unprotected, but within the small pocket beaches there are a number of seawalls that prevent erosion locally. It is assumed that, under Policy Scenario A, that it would be unlikely that these structures would attract public funds to be maintained or upgraded, and as such no maintenance of these is anticipated.	It is anticipated that the short lengths of wall along this section could fail during this period as a result of no maintenance assumed to occur under Policy Scenario A.	It is anticipated that the short lengths of wall along this section would fail during this period as a result of no maintenance assumed to occur under Policy Scenario A. This section would continue to evolve naturally thereafter, in a similar manner to adjacent sections of coast.
	The unprotected sandstone cliffs have eroded slowly in the past as a result of infrequent and small scale cliff failures. This is expected to continue during this period, with total erosion of between 3 and 10m predicted by 2025 along this section. The small beaches along this section would narrow and steepen in front of the defences during this period. Any impacts if defences are only felt very locally as there is no linkage with other adjacent pocket	Slow erosion of the unprotected cliffs would continue as historically at a rate of about 0.15m/yr, although the effect of rising sea level would have varying impacts depending upon the nature of the cliffs, with total erosion of between 7 and 10m predicted by 2055. Narrowing beaches in front of the existing defences would become an increasing issue due to accelerated sea level rise. This could accelerate the loss of the defences by undermining.	Slow erosion of the unprotected cliffs would continue as historically at a rate of about 0.15m/yr, although the effect of rising sea level would have varying impacts depending upon the nature of the cliffs, with total erosion of 10 to 15m predicted by 2105 along most of this section. As sea levels rise and with insufficient input of sediment from cliff erosion, the beaches are likely to disappear with water levels up to the toe of the cliff following loss of the defences, due to accelerated sea level rise. This could result in a slight increase in the rate of recession.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	beaches.		
Anstey's Cove to Hope's Nose	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The unprotected sandstone cliffs have eroded slowly in the past as a result of infrequent and small scale cliff failures. This is expected to continue during this period, with total erosion of between 3 and 10m predicted by 2025 along this section.	Slow erosion of the unprotected cliffs would continue as historically at a rate of about 0.15m/yr, although the effect of rising sea level would have varying impacts depending upon the nature of the cliffs, with total erosion of between 7 and 10m predicted by 2055.	Slow erosion of the unprotected cliffs would continue as historically at a rate of about 0.15m/yr, although the effect of rising sea level would have varying impacts depending upon the nature of the cliffs, with total erosion of 10 to 15m predicted by 2105 along most of this section.
POLICY SCENARIO AREA: HOPE'S NOSE TO BERRY HEAD (TOR BAY)			
Hope's Nose to Meadfoot Beach (East)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The unprotected cliffs along this section consist of relatively resistant rocks that have historically eroded very slowly. This is expected to continue to 2025, with total erosion of 1 to 10m predicted over this period at rates of about 0.05 to 0.25m/yr, depending upon specific local geology and the occurrence of small scale, localised cliff failure events. The few small pocket beaches that indent this section of coast have been relatively stable over the long term, and this is expected to continue during most of this period. Coastal squeeze as a	Cliff erosion of the unprotected cliffs along this section would continue only very slowly as has occurred historically, with total erosion of 2 to 13m predicted by 2055 depending upon specific local geology and the occurrence of small scale, localised cliff failure events. Sea level rise would cause narrowing and steepening of the small pocket beaches along this section as there is limited new sediment input from local cliff erosion and they are prevented from retreating landwards by the resistant cliffs that back them.	Continued slow cliff erosion of the unprotected cliffs would continue as historically, with total erosion of between 5 and 30m predicted by 2105 depending upon specific local geology and the occurrence of small scale, localised cliff failure events. As sea levels rise, it is expected that there would be further narrowing and steepening of the small pocket beaches along this section due to no new inputs of sediment. By the end of this period beaches would either be very narrow or non-existent along this shoreline.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	result of sea level rise could however, leading to narrower beaches if local cliff erosion does not keep pace to supply sufficient input of sediment.		
Meadfoot Beach	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	A range of defences and other structures are located along this section, including seawalls and revetments. These provide protection against both erosion and flooding of property and infrastructure, and would be expected to be maintained during this period under Policy Scenario A.	The defences along this section would be expected to be maintained during this period. There may also be a need for the defences to be upgraded by raising defence heights in order to continue to provide current levels of protection.	The defences along this section would be expected to be maintained during this period. There may also be a need for the defences to be upgraded by raising defence heights in order to continue to provide current levels of protection.
	<p>There has been very little recession of the cliffs, which are protected at the base by the various defences located along this section. Defences are likely to remain in place during this period, therefore this trend would continue.</p> <p>The beach along this section of coast has been relatively stable over the long term, and this is expected to continue during most of this period. Coastal squeeze as a result of sea level rise could however become increasingly an issue towards the end of this period, which would increase pressure on the defences and hasten their failure. This could be a particular issue at along this section as Meadfoot Beach is already very narrow.</p>	<p>There has been very little recession of the cliffs, which are protected at the base by the various defences located along this section. Defences are likely to remain in place during this period, therefore this trend would continue.</p> <p>Sea level rise would cause narrowing and steepening of the beach along this section where it has been prevented from retreating by defences. There is also limited new sediment input from local cliff erosion to keep pace with sea level rise.</p> <p>New defences are likely to be required during this period in order to counter the effects of rising sea levels and the increased risk of undermining posed by narrowing beaches.</p>	<p>There has been very little recession of the cliffs, which are protected at the base by the various defences located along this section. Defences are likely to remain in place during this period, therefore this trend would continue.</p> <p>As sea levels rise, it is expected that there would be further narrowing and steepening of the beach along this section due to no new inputs of sediment. By the end of this period, the beach would either be very narrow or non existent along this shoreline.</p> <p>New defences could be required during this period in order to counter the effects of rising sea levels and the increased risk of undermining posed by narrowing beaches.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Meadfoot Beach (West) to Beacon Cove	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The unprotected cliffs along this section consist of relatively resistant rocks that have historically eroded very slowly. This is expected to continue to 2025, with total erosion of 1 to 10m predicted over this period at rates of about 0.05 to 0.25m/yr, depending upon specific local geology and the occurrence of small scale, localised cliff failure events.	Cliff erosion of the unprotected cliffs along this section would continue only very slowly as has occurred historically, with total erosion of 2 to 13m predicted by 2055 depending upon specific local geology and the occurrence of small scale, localised cliff failure events.	Continued slow cliff erosion of the unprotected cliffs would continue as historically, with total erosion of between 5 and 30m predicted by 2105 depending upon specific local geology and the occurrence of small scale, localised cliff failure events.
Beacon Cove to Torre Abbey Sands (Torquay Harbour)	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	A range of defences and other structures are located along this section, including seawalls, revetments and breakwaters associated with Torquay Marina. These protect the cliff toe from erosion and low-lying areas from flooding, although not all of the structures were designed for this purpose. It is assumed that these structures will be maintained during this period and so they will continue to afford protection.	It is assumed that the structures along this section will be maintained during this period and so they will continue to afford protection. These may therefore require upgrading during this period in order to maintain current levels of protection.	It is assumed that the structures along this section will be maintained during this period and so they will continue to afford protection. These may therefore require upgrading during this period in order to maintain current levels of protection.
	There has been very little recession of the cliffs that are protected at the base by the various defences and structures located along this section.	The continued presence of defences along the remaining parts of this section of coast would result in no change in cliff position over this period along this section.	The continued presence of defences along the remaining parts of this section of coast would result in no change in cliff position over this period along this section.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Torre Abbey Sands	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	Defences along the back of the pocket beach in this section protect low-lying land behind from flooding. These would be maintained during this period.	Upgrade of defences along this section is likely to be required during this period in order to maintain current levels of protection.	Upgrade of defences along this section could be required during this period in order to maintain current levels of protection.
	The beach along this section of coast has been relatively stable over the long term, and this is expected to continue during this period. Coastal squeeze as a result of sea level rise could however become increasingly an issue towards the end of this period.	Sea level rise would be expected to cause narrowing and steepening of the beach along this section where it is prevented from retreating by defences and receive no new sediment input from local cliff erosion to the south or east. This could result in an increased flood risk to the low-lying land behind the defences, and new defences possibly including beach recharge may be required during this period to maintain current levels of protection.	As sea levels rise, it is expected that there would be further narrowing and steepening of the beach along this section due to no new inputs of sediment. Unless defences were upgraded (possibly including beach recharge), this could increase flood risk to the low-lying land behind. It is unlikely that any changes along this frontage would impact adjacent stretches of coast, as Livermead Head and Hope's Nose prevent sediment transport out of this frontage.
Corbyn's Head	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences along this short length of coast. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The unprotected cliffs along this section consist of relatively resistant rocks that have historically eroded very slowly. This is expected to continue to 2025 assuming average retreat rates of about 0.05 to 0.25m/yr. However, localised landslide events could occur, causing loss of up to 10m in one go. Therefore total erosion during this period is predicted to be between 1 to 10m, depending upon specific local geology and the occurrence of	Cliff erosion of the unprotected cliffs along this section would continue only very slowly as has occurred historically, with total erosion of 2 to 10m predicted by 2055 depending upon specific local geology and the occurrence of small scale, localised cliff failure events.	Continued slow cliff erosion of the unprotected cliffs would continue as historically, with total erosion of between 5 and 10m predicted by 2105 depending upon specific local geology and the occurrence of small scale, localised cliff failure events.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	small scale, localised cliff failure events.		
Livermead Sands	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	A sea wall protects the land behind from flooding. These defences would be retained during this period.	Upgrade of defences along this section is likely to be required during this period in order to maintain current levels of protection.	Upgrade of defences along this section could be required during this period in order to maintain current levels of protection.
	The beach along this section of coast has been relatively stable over the long term, and this is expected to continue during this period. Coastal squeeze as a result of sea level rise could, however, become increasingly an issue towards the end of this period.	Sea level rise would be expected to cause narrowing and steepening of the beach along this section where it is prevented from retreating by defences and receives no new sediment input from local cliff erosion to the north or south. This could result in an increased flood risk to areas where defences are backed by low-lying land, and new defences possibly including beach recharge may be required during this period to maintain current levels of protection.	As sea levels rise, it is expected that there would be further narrowing and steepening of the beach along this section due to no new inputs of sediment. Unless defences were upgraded (possibly including beach recharge), this could increase flood risk to the low-lying land behind. It is unlikely that any changes along this frontage would impact adjacent stretches of coast, as Livermead Head and Hope's Nose prevent sediment transport out of this frontage.
Livermead Head	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences along this short length of coast. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The unprotected cliffs along this section consist of relatively resistant rocks that have historically eroded very slowly. This is expected to continue to 2025 assuming average retreat rates of about 0.05 to 0.25m/yr. However, localised landslide events could occur, causing loss of upto 10m in one go. Therefore total erosion during this period is predicted to be between 1 to 10m, depending upon specific local geology and the occurrence of	Cliff erosion of the unprotected cliffs along this section would continue only very slowly as has occurred historically, with total erosion of 2 to 10m predicted by 2055 depending upon specific local geology and the occurrence of small scale, localised cliff failure events.	Continued slow cliff erosion of the unprotected cliffs would continue as historically, with total erosion of between 5 and 10m predicted by 2105 depending upon specific local geology and the occurrence of small scale, localised cliff failure events.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	small scale, localised cliff failure events.		
Hollicombe Beach	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	Defences along this section protect low-lying land from flooding. These would be maintained during this period.	Upgrade of the defences is anticipated to be required during this period to maintain current levels of protection.	Upgrade of the defences could be required during this period to maintain current levels of protection.
	<p>This section is protected against flooding of the low-lying land behind by a sea wall. The beach that fronts the defences has mainly been stable over the long term despite receiving little new sediment from erosion of adjacent cliffs. This situation is expected to continue to 2025.</p> <p>The beach is bounded by small rock headlands that prevent transport of beach material between adjacent beaches.</p>	<p>Sea level rise would lead to the continued narrowing and steepening of the beach fronting the defences and an associated increase in risk of flooding of low-lying land behind.</p> <p>New defences possibly including beach recharge would likely be required during this period in order to maintain current levels of protection. This will result in the shoreline remaining fixed by the defences.</p>	<p>As sea levels rise, there is expected to be further narrowing and steepening of the beach along this section due to no new inputs of sediment. However the shoreline position will remain fixed by the defences.</p> <p>This could result in an increased flood risk to the low-lying land behind, and further upgrade of defences possibly including beach recharge may be required during this period to maintain current levels of protection.</p>
Hollicombe Head	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences along this short length of coast. This section would continue to evolve naturally.	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>
	This small rock headland is cliffed and has historically eroded very slowly with only localised erosion of between 0 and 1m predicted by 2025.	This small cliffed headland would be expected to continue to experience negligible recession as has occurred historically, with only localised erosion of 0 to 4m predicted by 2055.	The small cliffed headland would be expected to continue to experience negligible recession as has occurred historically, with only localised erosion of 0 to 8m predicted by 2105.
Hollicombe Head to Roundham Head	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	Defences along this section protect low-lying land from flooding. These would be maintained during	Upgrade of the defences is anticipated to be required during this period to maintain current	Upgrade of the defences could be required during this period to maintain current levels of

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>this period.</p> <p>The majority of this section is defended, preventing flooding of the low-lying land behind. The beaches that front the defences have mainly been stable over the long term despite receiving little new sediment from erosion of adjacent cliffs. This situation is expected to continue to 2025.</p> <p>The beach is bounded by small rock headlands that prevent transport of beach material between adjacent beaches. The rock headland of Roundham Head at the southern end of this section has historically eroded very slowly and this is likely to continue in the future, with negligible recession predicted by 2025.</p>	<p>levels of protection.</p> <p>Sea level rise would lead to the continued narrowing and steepening of the beach fronting the defences and an associated increase in risk of flooding of low-lying land behind.</p> <p>New defences possibly including beach recharge would likely be required during this period in order to maintain current levels of protection.</p> <p>The cliffed headland of Roundham Head at the southern end of this section would be expected to continue to experience negligible recession as has occurred historically.</p>	<p>protection.</p> <p>As sea levels rise, there is expected to be further narrowing and steepening of the beach along this section due to no new inputs of sediment.</p> <p>This could result in an increased flood risk to the low-lying land behind, and further upgrade of defences possibly including beach recharge may be required during this period to maintain current levels of protection.</p> <p>The cliffed headland of Roundham Head at the southern end of this section would be expected to continue to experience negligible recession as has occurred historically.</p>
Goodrington Sands	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>A seawall is located at the back of the beach along this section and protects low-lying land from flooding.</p> <p>It is anticipated that parts of the seawall would need to be upgraded by the end of this period in order to maintain current levels of protection.</p>	<p>Upgrade of the remaining defences located at the back of the beach along this section is anticipated to be required during this period in order to maintain current levels of protection.</p>	<p>Upgrade of the defences along this section may be required during this period in order to maintain current levels of protection.</p>
	<p>The beach at Goodrington Sands has been relatively stable over the long term and this is expected to continue to 2025, although beach narrowing as a result of sea level rise could become increasingly important during this period due to a lack of new sediment input from adjacent local cliff erosion and the defences preventing</p>	<p>Sea level rise would lead to the continued narrowing and steepening of the beach fronting the defences and an associated increase in risk of flooding of low-lying land behind Goodrington Sands.</p> <p>New defences possibly including beach recharge would likely be required during this period in</p>	<p>As sea levels rise, there is expected to be further narrowing and steepening of the beach along this section due to no new inputs of sediment and the beaches being prevented from migrating landwards due to the defences.</p> <p>This could result in an increased flood risk to the low-lying land behind. Therefore, new defences</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	landward migration of the beach. The shoreline position would remain fixed by the presence of the defences during this period.	order to maintain current levels of protection. The shoreline position would remain fixed by the presence of the defences during this period.	possibly including beach recharge would likely be required during this period in order to maintain current levels of protection. The shoreline position would remain fixed by the presence of the defences during this period.
Goodrington Sands to Broadsands	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The cliffs along this section are very resistant and have eroded very little over the long term. This is expected to continue to 2025, with negligible cliff recession predicted.	Cliff recession would continue to occur very slowly as historically, with negligible erosion predicted between 2025 and 2055. This would supply a limited amount of sand to the beaches.	Cliff recession along the remainder of this stretch would continue to occur very slowly as historically, with negligible erosion predicted between 2055 and 2105.
Broadsands	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	A seawall is located at the back of the beach along this section that protects the cliff toe behind the beach from erosion. It is anticipated that parts of the seawall at Broadsands would need to be upgraded by the end of this period in order to maintain current levels of protection.	Upgrade of the remaining defences located at the back of the beach along this section is anticipated to be required during this period in order to maintain current levels of protection.	Upgrade of the defences along this section may be required during this period in order to maintain current levels of protection.
	The beach at Broadsands has been relatively stable over the long term and this is expected to continue to 2025, although beach narrowing as a result of sea level rise could become increasingly important during this period due to a lack of new sediment input from local cliff erosion and the defences preventing landward migration of the	Sea level rise would lead to the continued narrowing and steepening of the beach fronting the defences. New defences possibly including beach recharge would likely be required during this period in order to maintain current levels of protection.	As sea levels rise, there is expected to be further narrowing and steepening of the beach along this section due to no new inputs of sediment and the beaches being prevented from migrating landwards due to the defences. This could result in increased risk of the defences

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	beach.		being undermined. Therefore, new defences possibly including beach recharge would likely be required during this period in order to maintain current levels of protection. Due to the lack of linkages with other beaches within Tor Bay, this is unlikely to have a wider impact beyond this section.
Broadsands to Churston Cove (East)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along the shoreline of this section, although the eastern part of this section may be affected by the presence of the Brixham Harbour breakwater farther east. It is assumed that this will remain during this period.	No defences along the shoreline.	No Defences.
	The majority of this section consists of hard rock cliffs that plunge directly into the sea and that are resistant to erosion and have eroded very little over the long term. This is expected to continue to 2025, with negligible cliff recession predicted. The very small pocket beaches at Elberry and Churston Coves have been stable and slowly accreting over the long term, with material likely derived from local cliff erosion. This is expected to continue to 2025.	There would continue to be negligible erosion of the hard rock cliffs between 2025 and 2055. Depending upon the rate of sediment supply from cliff erosion to the two pocket beaches along this section, sea level rise could cause a change from an accretion/stable trend to one of narrowing and steepening. The rate of cliff recession would not be affected by any changes to Brixham Harbour breakwater.	There would continue to be negligible erosion of the hard rock cliffs between 2055 and 2105. As sea levels rise, the small pocket beaches could become narrower and steeper if there is insufficient material supplied from erosion of local cliffs in the future. The rate of cliff recession would not be affected by any changes to Brixham Harbour breakwater.
Churston Cove (East) to Shoalstone Point	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	A range of defences are located around Brixham, including the Brixham Harbour breakwater that influences wave action along the western part of	Upgrade of the defences along this section is anticipated to be required during this period in	Upgrade of the defences along this section may be required during this period in order to maintain

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	this section.	order to maintain current levels of protection.	current levels of protection.
	<p>Within Brixham Harbour the cliffline has been modified by quarrying and defences and defences are in place to protect assets between the coast and the quarried cliff face.</p> <p>The presence of defences along this section prevents wave action at the base of the cliffs and protects the properties constructed in front of the cliffs. These backing cliffs consist of hard rock and are very resistant to erosion.</p> <p>The small lengths of undefended cliffs that make up the rest of this section also consist of very hard rock and have eroded very little over the long term. This is expected to continue to 2025, with negligible cliff recession predicted.</p>	<p>Erosion of the defended sections would be prevented, but rising sea levels could mean improvements to the defences would be required to prevent increased overtopping.</p> <p>There would continue to be very little erosion of the small lengths of hard rock cliffs that make up the remainder of this section, with negligible cliff recession predicted between 2025 and 2055.</p>	<p>Erosion of the defended sections would be prevented, but rising sea levels could mean improvements to the defences would be required.</p> <p>There would continue to be very little erosion of the small lengths of hard rock cliffs that make up the remainder of this section, with negligible cliff recession predicted between 2055 and 2105.</p>
Shoalstone Point to Berry Head	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this hard rock coast. This section would continue to evolve naturally.	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>
	The undefended cliffs that make up the rest of this section also consist of very hard rock and have eroded very little over the long term. This is expected to continue to 2025, with negligible cliff recession predicted.	There would continue to be very little erosion of the hard rock cliffs that make up this section, with negligible cliff recession predicted between 2025 and 2055.	There would continue to be very little erosion of the hard rock cliffs that make up this section, with negligible cliff recession predicted between 2055 and 2105.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
POLICY SCENARIO AREA: BERRY HEAD TO BLACKSTONE POINT			
Berry Head to Sharkham Point	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The cliffs along this section vary in character from resistant limestones to more erodible shales. Small scale landslide events occur about every 10-100 years within the shale cliffs as a result of marine action at the cliff toe and elevated groundwater conditions. This situation is expected to continue during this period, with total erosion along the shale cliffs of between 1 and 3m predicted by 2025, but negligible change expected along the limestone cliff sections. The small pocket beach at St Mary's Bay is fed by sediment derived from local cliff erosion as there is no other sediment source available. This would be expected to continue to 2025.	Erosion of the shale cliffs that back St Mary's Bay is driven by both marine erosion of the toe and heavy rain, so they are sensitive to both changes in precipitation and sea level. Due to uncertainty in the possible future changes in precipitation, however, no direct account has been taken of this in the predictions. Although sea level rise could increase the rate of cliff erosion, release of beach material will help to counter this effect and should ensure that a narrow beach remains at this location. Total erosion of between 7 and 10m is predicted along St Mary's Bay by 2055, with the remaining shale cliffs along this frontage experiencing erosion of 4 to 7m by 2055, although the limestone headlands of Sharkham Point and Durl Head are expected to experience negligible change.	The more erodible shale cliffs that occur along St Mary's Bay are sensitive to climate change and the rate of erosion could increase both due to sea level rise and an increase in rainfall. Due to uncertainty in the possible future changes in precipitation, no direct account has been taken of this in the predictions. As sea levels rise, the beach may narrow and result in increased erosion of the backing cliffs. This, in turn, will release beach sediment and reduce cliff exposure. This may slow erosion, but erosion is still likely to be at a greater rate than historically, due to the acceleration of sea level rise proposed during this period. Total erosion of between 15 and 35m is predicted along St Mary's Bay by 2105, with the remaining shale cliffs along this frontage experiencing erosion of 8 to 28m by 2105, although the limestone headlands of Sharkham Point and Durl Head are expected to experience negligible change.
Sharkham Point to Kingswear	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section.	No defences.	No defences.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
(South)	This section would continue to evolve naturally.	This section would continue to evolve naturally.	This section would continue to evolve naturally.
	<p>This section is largely cliffed with isolated pocket beaches separated by rocky headlands, which plunge into the sea.</p> <p>The cliffs are relatively resistant to erosion and have undergone only very slow recession over the long term. This is expected to continue during this period with total erosion of between 1 and 10m predicted by 2025 depending on the occurrence of small scale cliff failure events during this period.</p> <p>The small pocket beaches that indent this section of coast are supplied with sediment from local cliff erosion as there is no other sediment source available.</p> <p>The Dart Estuary is a ria estuary characterised by a deep channel confined by steep resistant cliffs. Therefore, no change in the estuary form is predicted.</p>	<p>Very slow cliff erosion would continue by 2055, with total erosion of between 2 and 10m predicted over this period depending on the occurrence of small scale cliff failure events during this period.</p> <p>Sea level rise could also result in the narrowing and steepening of the small pocket beaches along this section as it is unlikely that sufficient sediment would be released from the relatively resistant backing cliffs.</p> <p>At Man Sands, beach narrowing could result in more frequent localised flooding of the low-lying area behind.</p> <p>There would be no change to the Dart Estuary.</p>	<p>Erosion of the cliffs would continue to occur at historically slow rates, with total erosion of between 5 and 10m predicted by 2105 depending on the occurrence of small scale cliff failure events during this period.</p> <p>As sea levels rise, the small pocket beaches along this section could narrow further and ultimately could be lost where they are backed by steep resistant cliffs.</p> <p>At Man Sands, there could be some rollback possible in front of the low-lying hinterland, but beach narrowing could result in more frequent localised flooding of this low-lying area behind.</p> <p>There would be no change to the Dart Estuary.</p>
Dart Estuary – Kingswear (South) to Waterhead Creek	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)
	<p>There is a range of defences providing flood protection to Kingswear.</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>'Hold the Line' throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>
	<p>This section extends along the defended frontage of Kingswear on the eastern shore of the Dart Estuary, which is a ria estuary characterised by a deep channel confined by steep resistant cliffs. No change in the overall estuary form is predicted over this period.</p> <p>Ongoing defence provision would continue to reduce the risk of flooding to low lying areas along this section.</p> <p>Natural river and tidal processes would continue in the rural areas surrounding this part of the estuary.</p>	<p>Ongoing defence provision would continue to reduce the risk of flooding to low lying areas along this section.</p> <p>Natural river and tidal processes would continue in the rural areas surrounding this part of the estuary. As such there would be no change to overall form of the Dart Estuary.</p>	<p>Ongoing defence provision would continue to reduce the risk of flooding to low lying areas along this section.</p> <p>Natural river and tidal processes would continue in the rural areas surrounding this part of the estuary. As such there would be no change to overall form of the Dart Estuary.</p>
Dart Estuary – Waterhead Creek to Greenway Viaduct	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>
	<p>This section is defended along its length to protect the railway that runs along this the frontage.</p> <p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in</i></p>	<p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary.</p>	<p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p><i>the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>
	<p>This section extends along the length of the Dart Railway line along the eastern part of the Dart Estuary. Ongoing defence provision for the railway would reduce the risk of flooding to this asset. It is unlikely that this would have impacts upon other parts of the estuary.</p> <p>This is a ria estuary characterised by a deep channel confined by steep resistant cliffs and as such, no change in the overall estuary form is predicted during this period.</p>	<p>Ongoing defence provision for the railway would reduce the risk of flooding to this asset. It is unlikely that this would have impacts upon other parts of the estuary and as such there would be no change to the wider Dart Estuary as a result.</p>	<p>Ongoing defence provision for the railway would reduce the risk of flooding to this asset. It is unlikely that this would have impacts upon other parts of the estuary and as such there would be no change to the wider Dart Estuary as a result..</p>
Dart Estuary – Greenway Viaduct to Totnes South (east bank)	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>
	<p>There are some defences present along this section associated with developed areas, however much of this section is undefended.</p> <p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in</i></p>	<p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary.</p>	<p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p><i>the future</i>)".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>
	<p>This is a largely natural, undefended part of the Dart Estuary, which is a ria estuary characterised by a deep channel confined by steep resistant cliffs.</p> <p>Natural river and tidal processes would continue in this rural area of the estuary. Therefore, no change in the estuary form is predicted.</p>	<p>This is a natural, undefended part of the Dart Estuary, which is a ria estuary characterised by a deep channel confined by steep resistant cliffs.</p> <p>Natural river and tidal processes would continue in this rural area of the estuary. Therefore, no change in the estuary form is predicted.</p>	<p>This is a natural, undefended part of the Dart Estuary, which is a ria estuary characterised by a deep channel confined by steep resistant cliffs.</p> <p>Natural river and tidal processes would continue in this rural area of the estuary. Therefore, no change in the estuary form is predicted.</p>
Dart Estuary – Totnes	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>
	<p>Flood defences protect areas of low-lying land from flooding, although these are susceptible to being overflowed during more extreme events.</p> <p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary.</p>	<p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this</p>	<p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>
	<p>Totnes lies at the head of the Dart Estuary which is a ria estuary characterised by a deep channel confined by steep resistant cliffs.</p> <p>Totnes itself is a highly developed urban area with significant flood risk that would continue to be managed by ongoing maintenance and upgrade of flood defences.</p> <p>Continued provision of defences here is unlikely to result in any change in the overall estuary form.</p>	<p>Flood risk to Totnes would continue to be reduced by provision of flood defence measures. These would not result in any change to the overall Dart Estuary form.</p>	<p>Flood risk to Totnes would continue to be reduced by provision of flood defence measures. These would not result in any change to the overall Dart Estuary form.</p>
Dart Estuary – Totnes South (west bank) to Dartmouth (North)	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>
	<p>There are some defences present along this section associated with developed areas, however much of this section is undefended.</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary.</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>
	<p>This is a largely natural, undefended part of the Dart Estuary, which is a ria estuary characterised by a deep channel confined by steep resistant cliffs.</p> <p>Natural river and tidal processes would continue in this rural area of the estuary. Therefore, no change in the estuary form is predicted.</p>	<p>This is a natural, undefended part of the Dart Estuary, which is a ria estuary characterised by a deep channel confined by steep resistant cliffs.</p> <p>Natural river and tidal processes would continue in this rural area of the estuary. Therefore, no change in the estuary form is predicted.</p>	<p>This is a natural, undefended part of the Dart Estuary, which is a ria estuary characterised by a deep channel confined by steep resistant cliffs.</p> <p>Natural river and tidal processes would continue in this rural area of the estuary. Therefore, no change in the estuary form is predicted.</p>
Dart Estuary – Dartmouth (North) to Halftide Rock	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>
	<p>A range of defences protect low lying parts of the town of Dartmouth from flooding, both tidal and wave overtopping.</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>policy.</p>	<p>policy.</p>
	<p>Dartmouth is located on the western shore of the Dart estuary. It is defended against flooding from both tidal and wave overtopping sources, although the amount of wave overtopping is limited by the position of Dartmouth inside of the mouth of the estuary.</p> <p>Ongoing flood defence provision during this period is unlikely to have any impact on other parts of the estuary, with no change in the estuary form predicted.</p>	<p>Ongoing flood defence provision against both tidal and wave overtopping during this period is unlikely to have any impact on other parts of the estuary, with no change in the estuary form predicted.</p>	<p>Ongoing flood defence provision against both tidal and wave overtopping during this period is unlikely to have any impact on other parts of the estuary, with no change in the estuary form predicted.</p>
Dart Estuary – Halftide Rock to Blackstone Point	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>
	<p>There are some defences present along this section associated with developed areas, however much of this section is undefended.</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>policy.</p>	<p>policy.</p>
	<p>This is a natural, undefended part of the Dart Estuary, which is a ria estuary characterised by a deep channel confined by steep resistant cliffs.</p> <p>Natural river and tidal processes would continue in this rural area of the estuary. Therefore, no change in the estuary form is predicted.</p>	<p>This is a natural, undefended part of the Dart Estuary, which is a ria estuary characterised by a deep channel confined by steep resistant cliffs.</p> <p>Natural river and tidal processes would continue in this rural area of the estuary. Therefore, no change in the estuary form is predicted.</p>	<p>This is a natural, undefended part of the Dart Estuary, which is a ria estuary characterised by a deep channel confined by steep resistant cliffs.</p> <p>Natural river and tidal processes would continue in this rural area of the estuary. Therefore, no change in the estuary form is predicted.</p>
POLICY SCENARIO AREA: BLACKSTONE POINT TO START POINT			
Blackstone Point to Stoke Fleming	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>There are no defences present along this section.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>
	<p>This section is largely cliffed with isolated pocket beaches separated by rocky headlands.</p> <p>The cliffs historically have experienced varying rates of recession, dependent upon local geological characteristics. This is expected to continue during this period with total erosion of between 2 and 10m predicted by 2025 at rates of about 0.2 to 0.3 m/yr combined with the occurrence of infrequent, small scale cliff failure events that result in localised increases in recession.</p> <p>The small pocket beaches that indent this section</p>	<p>Slow, variable rates of cliff erosion, as has occurred historically, with total erosion of between 4 and 10m predicted by 2055 depending on the occurrence of small scale cliff failure events during this period.</p> <p>Sea level rise could also result in the narrowing of the small pocket beaches along this section as it is unlikely that sufficient material would be supplied by the backing resistant cliffs. This would not result in more rapid erosion of the cliffs, which are relatively resistant to erosion with cliff failures controlled by geological factors.</p>	<p>Erosion of the cliffs would continue to occur at historically slow rates, with total erosion of about 10m predicted by 2105 depending on the occurrence of small scale cliff failure events during this period.</p> <p>As sea levels rise, the small pocket beaches along this section could narrow and possibly become submerged as it is unlikely that sufficient material would be supplied by the backing resistant cliffs. This would not result in more rapid erosion of the cliffs, which are relatively resistant to erosion with cliff failures controlled by geological factors.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	of coast are supplied with sediment from local cliff erosion as there is no other sediment source available.		
Stoke Fleming to Blackpool Sands	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	This section is largely cliffed with isolated pocket beaches separated by rocky headlands. These beaches have gradually narrowed over the long term, suggesting a trend of erosion as a result of insufficient sediment supply from local cliff erosion, but rising sea levels. It is predicted that this would continue to occur to 2025, and that coastal squeeze as a result of sea level rise would be likely to become increasingly important during this period. The cliffs historically have experienced varying rates of recession, dependent upon local geological characteristics. This is expected to continue during this period with total erosion of between 2 and 10m predicted by 2025.	Sea level rise would continue to cause narrowing and steepening of the beaches along this section. It is possible that the very small pocket beaches that are backed by resistant cliffs could disappear. Cliff erosion along the remainder of the coast would be expected to continue at similar rates to historically, with total erosion of between 4 and 10m predicted by 2055.	As sea levels rise it is expected that the beaches along this section would narrow further and could disappear in places due to insufficient sediment supply and the resistant nature of the backing cliffs. As the beaches narrow headlands will become more prominent which may interrupt littoral drift. Erosion of the cliffs would continue at similar rates to historically, with total erosion of about 10m predicted by 2105.
Blackpool Sands	Policy Assessed = Hold the Line	Policy Assessed = Managed Realignment	Policy Assessed = Hold the Line
	Private defences are located along a short length of Blackpool Sands within this section. Under Policy Scenario A, it is assumed that these would be maintained in the short term (although this is likely to be privately funded) whilst the potential	Scenario A assumes a policy of managed realignment, which would allow construction of a secondary line of defences to protect the A379 road, if considered necessary, whilst allowing the beach to retreat in response to sea level. There	Should a secondary defence be built, it is assumed that this set back line would continue to be maintained, under this scenario.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	for managed realignment is explored.	should also be consideration of relocating the existing embankment at the car park and short stretch of private defences.	
	<p>The beach at Blackpool Sands fronts a small area of low-lying land which is protected against flooding by a short length of defence.</p> <p>The beach here has gradually narrowed over the long term, suggesting a trend of erosion as a result of insufficient sediment supply from local cliff erosion, but rising sea levels. This trend is expected to continue, although the beach here is currently wide.</p>	<p>Under a scenario of sea level rise, it is likely that the beach will show a tendency to roll landwards. Removal or set back of private defences could hinder this natural process and therefore there should be consideration of relocating these landwards.</p> <p>The risk to the A379 road would need to be monitored, and a secondary set back defence could be constructed to minimise the risk of coastal flooding.</p>	<p>As sea levels rise it is expected that the beach along this section would narrow a little, though it is unlikely this would result in an increased risk of localised flooding as the beach is more able to adapt naturally in this retreated position.</p>
Blackpool Sands to Strete	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	<p>This section is largely cliffed with isolated pocket beaches separated by rocky headlands.</p> <p>The beaches here have gradually narrowed over the long term, suggesting a trend of erosion as a result of insufficient sediment supply from local cliff erosion, but rising sea levels.</p> <p>It is predicted that this would continue to occur to 2025, and that coastal squeeze as a result of sea level rise would be likely to become increasingly important during this period.</p> <p>The cliffs historically have experienced varying</p>	<p>Sea level rise would continue to cause narrowing and steepening of the beaches along this section. It is possible that the very small pocket beaches that are backed by resistant cliffs could disappear.</p> <p>Cliff erosion along the remainder of the coast would be expected to continue at similar rates to historically, with total erosion of between 4 and 10m predicted by 2055.</p>	<p>As sea levels rise it is expected that the beaches along this section would narrow further and could disappear in places due to insufficient sediment supply and the resistant nature of the backing cliffs. As the beaches narrow headlands will become more prominent which may interrupt littoral drift.</p> <p>Erosion of the cliffs would continue at similar rates to historically, with total erosion of about 10m predicted by 2105.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	rates of recession, dependent upon local geological characteristics. This is expected to continue during this period with total erosion of between 2 and 10m predicted by 2025.		
Strete to Torcross North (Slapton Sands)	Policy Assessed = Hold the Line (from Slapton Coastal Zone Management Main Study)	Policy Assessed = Hold the Line (from Slapton Coastal Zone Management Main Study)	Policy Assessed = Managed Realignment (from Slapton Coastal Zone Management Main Study)
	This section is protected in parts by a range of defences including revetments and seawalls. These defences could require upgrading towards the end of this period in order to maintain current levels of protection. This is supported by beach management activities including re-cycling. The A379 coast road extends along the crest for the length of this section, although it is not all protected by defences. Under Policy Scenario A, it is assumed that in the short term, beach management activities, possibly including beach recharge and upgrade of defences, will occur whilst measures are developed for the realignment of the road along the shingle ridge and upgrade of inland roads is undertaken.	Under Policy Scenario A, it is assumed that in the medium term, beach management activities, possibly including beach recharge and upgrade of defences, will occur whilst measures are developed for the realignment of the road along the shingle ridge and upgrade of inland roads is undertaken. It may become increasingly technically difficult to retain the shingle ridge in a condition where it can support the road, and so it will be increasingly necessary to provide an alternative route to the A379 as unprotected sections are eroded.	During this period it is likely to become technically very difficult to retain the shingle ridge along this section in a condition suitable for the road to continue to run along its crest. Therefore re-routing of the A379 or provision of an upgraded inland route would probably be required, if not already undertaken in the medium term. This option would include intervention to repair breaches, should they occur, to reduce the impact upon Slapton Ley and to provide an element of control to the natural roll-back of the beach.
	The dominant feature of this section is the shingle barrier beach of Slapton Sands that fronts freshwater lagoons that are backed by higher ground. The water level within the lagoons is higher than the sea level on the seaward side of the barrier beach.	Sea level rise would be expected to cause narrowing and steepening of the beach where it is backed by defences. The unprotected areas of beach, where only the road is present along its crest, could rollback causing partial loss of the road in the process.	As sea levels rise, it would be expected that the areas of beach backed by defences would continue to narrow and steepen, and so new defences could be required in order to maintain current levels of protection in these areas. Under a scenario of accelerated sea level rise, the

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>The defences protect against flooding and also prevent the beach from rolling back. Beach levels fluctuate greatly over short time scales. However the overall trend is for a small net drift of material from south to north along this section, resulting in a long term trend of accretion towards the northern end of the beach, and a long term trend of erosion at the southern end.</p> <p>There is no contemporary sediment supply to the beach and no links to adjacent sections of coast and so coastal squeeze as a result of sea level rise is likely to become increasingly an issue, particularly in the areas backed by defences. The sections where the crest is topped only by the A379 would be able to rollback in response to sea level rise. Beach re-cycling and possibly recharge during this period would reduce the rate of roll back whilst measures are developed during this period to realign the road landwards (but still along the top of the shingle ridge) to accommodate the ridge roll back.</p> <p>A small section of cliffs at the northern end of this section would continue to erode as has occurred historically, with total erosion of between 2 and 10m predicted by 2025.</p>	<p>This could lead to a step change in the shoreline plan form and lead to increased exposure of the defended areas, particularly at Torcross.</p> <p>Ongoing beach management activities, possibly including beach recharge, could be required in order to minimise the impacts of these processes and so maintain current levels of protection in these areas and prevent flooding of the hinterland.</p> <p>These beach management activities would continue whilst measures to realign the road along the shingle ridge crest are implemented. However, this may become technically more challenging by the end of this period, and efforts to provide an upgraded inland route should be made in case there is a breach of the ridge during this period,</p> <p>The small section of cliffs at the northern end of this section would be expected to continue to erode as historically, with total erosion by 2055 of 4 to 10m predicted depending on the occurrence of small scale cliff failure events during this period.</p>	<p>tendency of unprotected sections of the beach would be to roll back to a position commensurate with the new sea level. This would be prevented along sections protected by defences, resulting in accelerated beach narrowing and possible degradation of the barrier. There would therefore be an increased risk of breaching of the barrier beach itself during this period.</p> <p>Where sections are undefended this roll-back trend would continue, but this would put increased pressure on the adjacent defended sections all along this stretch, but particularly at the junction of undefended and defended sections. The area at Torcross Point would also become increasingly vulnerable during this period, both due to narrowing beaches and due to continuation of the south-north sediment drift.</p> <p>Beach management activities to mitigate these impacts would become increasingly technically difficult and so the A379 would be at greater risk of being lost during this period. As such, an upgraded inland route should be provided by the start of this period to minimise the impact any loss of the A379 would have. However, whilst beach management activities could not ensure the integrity of the road, intervention to repair breaches following storms would still be undertaken to reduce the impact of breaches on Slapton Ley and the land areas on the landward side of this lagoon.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
			<p>Changes along this shoreline would not impact on the adjacent sections of coast as there is little or no sediment exchange with the beaches to the south except during infrequent high energy wave events.</p> <p>The small section of cliffs at the northern end of this section would be expected to continue to erode as historically, with total erosion by 2105 of about 10m predicted depending on the occurrence of small scale cliff failure events during this period.</p>
Torcross North to Limpet Rocks	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Managed Realignment
	This section is protected in parts by a range of defences including revetments and seawalls. These defences could require upgrading towards the end of this period in order to maintain current levels of protection.	Maintenance of defences during this period would occur under Policy Scenario A, whilst measures are developed to implement the long term policy of 'Managed Realignment'.	<p>Realignment of the defences would occur during this period, likely moving back to the western shore of Slapton Ley in order to allow roll back of the ridge to occur.</p> <p>This would be dependent upon the provision of an upgraded inland route to mitigate the loss of the A379 along the crest of the shingle ridge, which would become increasingly technically difficult to sustain in the long term.</p>
	The defences along this section protect against flooding and also prevent the beach from rolling back. Beach levels fluctuate greatly over short time scales. However the overall trend is for a small net drift of material from south to north along this section, resulting in a long term trend of erosion at this southern end of Slapton Sands.	<p>Sea level rise would be expected to cause narrowing and steepening of the beach along this section as it continues to be backed by defences.</p> <p>New defences, possibly including beach recharge, could be required in order to maintain current levels of protection in this area and prevent flooding of the hinterland.</p>	<p>As sea levels rise, it would be expected that the beach backed by defences along this section would continue to narrow and steepen. There would therefore be an increased risk of breaching of the barrier beach itself during this period.</p> <p>Under a scenario of accelerated sea level rise, the tendency of unprotected sections of the beach to</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>There is no contemporary sediment supply to the beach and no links to adjacent sections of coast and so coastal squeeze as a result of sea level rise is likely to become increasingly an issue, particularly in this area backed by defences.</p>	<p>The unprotected areas of beach to the north, where only the road is present along its crest, could rollback causing partial loss of the road in the process. This could lead to a step change in the shoreline plan form and lead to increased exposure of the defended areas, particularly at Torcross.</p> <p>Beach management activities and pro-active realignment of the road along the ridge crest during this period would reduce the risk of the road being lost, however this is likely to become increasingly technically difficult to sustain towards the end of this period.</p>	<p>the north of this section would be to roll back to a position commensurate with the new sea level.</p> <p>This beach roll-back to the north of this section would also put increased pressure on this defended section, particularly at the junction of undefended and defended sections. The area at Torcross Point would also become increasingly vulnerable during this period, both due to narrowing beaches and due to continuation of the south-north sediment drift.</p> <p>Beach management activities would become increasingly technically difficult to sustain, and so during this period the defence line would therefore be moved westwards, probably to the western shore of Slapton Ley, in order to allow the ridge to roll back and so retain some beach in this area.</p> <p>Changes along this shoreline would not impact on the adjacent sections of coast as there is little or no sediment exchange with the beaches to the south except during infrequent high energy wave events.</p>
Limpet Rocks to Tinsey Head	Policy Assessed = Hold the Line	Policy Assessed = Managed Realignment	Policy Assessed = Managed Realignment
	<p>Defences in the form of seawall and rock revetment are present along the southern part of this section, providing protection against flooding and erosion.</p> <p>The remainder of this section is undefended and</p>	<p>There could be a need for defences to be built along the northern edge of Beesands to minimise the risk of flooding, whilst the fronting beach is allowed to roll back into Widdicombe Ley.</p> <p>Beach management activities would control the</p>	<p>Beach management activities would control the roll-back of the beach into Widdicombe Ley (i.e. repairing breaches if they occur).</p> <p>If not implemented in the medium term, it may be necessary to relocate assets away from areas of</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
<p>is backed by Widdicombe Ley.</p> <p>Under Policy Scenario A, maintenance of the defences would occur whilst measures are developed to allow the realignment of defences in the medium to long term.</p>	<p>roll-back of the beach into Widdicombe Ley (i.e. repairing breaches if they occur).</p>	<p>risk as it becomes unsustainable to protect them.</p>	
<p>This section consists of an area of low-lying land backed by higher ground, fronted by a shingle barrier beach and bounded at its northern and southern ends by rock headlands. Sediment is largely confined to this section, with only infrequent transport of material to and from adjacent beaches during high energy wave events.</p> <p>The long term trend of the beach is one of erosion, with narrowing and steepening having occurred historically, a situation exacerbated by the presence of the defences that back the beach.</p> <p>There is no contemporary sediment supply to the beach and so coastal squeeze as a result of sea level rise is likely to become increasingly important towards 2025, resulting in further narrowing and steepening of the defended parts of the beach, whilst the unprotected northern part could rollback onto the low-lying land behind.</p> <p>The rock headlands of Limpet Rocks and Tinsey Head that bound this section would be expected to erode slowly as has occurred historically, with total erosion of between 4 and 10m predicted by 2025 depending on the occurrence of small scale</p>	<p>Sea level rise would be expected to cause further narrowing and steepening of the beach where it is backed by defences. New defences possibly including control structures and/or beach recharge could be required in order to maintain current levels of protection in these areas.</p> <p>The natural tendency for the beach ridge would be to roll back in response to sea level rise, and this could occur along the unprotected northern part of the beach. This could lead to a step change in the shoreline plan form and result in increased wave exposure of the defended southern part of this section. Defences along the northern end of Beesands may be required to provide protect against increased flood risk that this would present.</p> <p>Erosion of the rock headlands that bound this section is expected to continue as has occurred historically, with total erosion of 10 to 12m predicted by 2055 depending on the occurrence of small scale cliff failure events during this period. This erosion is more likely at Limpet Rocks than Tinsey Head. These headlands would, however, remain prominent features.</p>	<p>As sea levels rise, it would be expected that the areas of beach backed by defences would continue to narrow and steepen, and so new defences possibly including control structures and/or beach recharge could be required in order to maintain current levels of protection in these areas.</p> <p>Roll back of the beach ridge along the unprotected northern section would continue, in response to sea level rise and therefore the northern end of the defences could start to become a new 'headland', and an embayment could start to form between this and Limpet Rocks. This could affect the integrity of the barrier and could result in increased risk of breaching along this section, particularly at the start of the defences.</p> <p>To the south, in front of the defences, the beaches would be expected to continue to narrow and steepen and could disappear at the southern end of this stretch.</p> <p>The rock headlands that bound this section would be expected to continue to erode as historically, with total erosion by 2105 of between 10 and</p>	

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	cliff failure events during this period. This erosion is more likely at Limpet Rocks than Tinsey Head.		25m predicted depending on the occurrence of small scale cliff failure events during this period. This erosion is more likely at Limpet Rocks than Tinsey Head.
Tinsey Head to Start Point	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along most of this section, but there has been ad-hoc rock placement at the back of Hallsands beach to protect a local development.	No defences apart from localised rock placement at Hallsands, which is assumed to be lost during this period.	No defences.
	<p>The cliffs along this section consist of hard, resistant rock that has eroded very little over the long term. This is expected to continue to 2025, with negligible cliff recession predicted over this period.</p> <p>In places narrow beaches front the steep cliffs and these may continue to narrow during this period. At Hallsands the beach fronts a small valley, and this likely to remain in a similar form to today, although there could be steepening of the beach, which could start to undermine the rock defences here.</p>	<p>Negligible erosion of the hard rock cliffs that dominate this section is predicted between 2025 and 2055.</p> <p>Many of the narrow beaches that front the steep cliffs could become submerged under a scenario of accelerated sea level rise.</p> <p>At Hallsands the beach will attempt to roll landwards in response to sea level rise into the valley behind. The rock placement is unlikely to impact on this process, particularly towards the end of this period when it is expected to have failed or ceased to be effective due to rising sea levels. There could also be an increased risk of localised flooding</p>	<p>Negligible erosion of the hard rock cliffs that dominate this section is predicted between 2055 and 2105.</p> <p>At Hallsands there would be continued migration of the beach in response to sea level rise, which would become increasing contained within the small valley. This would be unlikely to result in increased erosion of the cliffs on either side of this pocket beach. There could be an increased risk of very localised flooding.</p>
POLICY SCENARIO AREA: START POINT TO BOLT HEAD			
Start Point to Prawle Point	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There is a small section of defence at the back of Lannacombe Beach along this otherwise	The defences at the back of Lannacombe Beach would fail during this period.	No defences.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	undefended section.		
	<p>The defences at the back of Lannacombe Beach, as well as the hard rock cliffs that make up the majority of this section, could result in some coastal squeeze occurring in this area as sea levels rise during this period.</p> <p>This section largely consists of hard, resistant rock that has eroded very little over the long term. This is expected to continue to 2025, with negligible cliff recession predicted over this period. Small scale cliff failures could occur as a result of geological factors and wave undercutting at the cliff toe, although these would be very localised and it is not possible to predict the location of such events. As such total erosion of 0 to 10m is predicted by 2025.</p> <p>There is no interaction between the small coves/pocket beaches along this stretch.</p>	<p>There would continue to be negligible cliff recession along this section, although very localised small scale cliff failures could occur between 2025 and 2055. As such total erosion of 0 to 10m is predicted by 2055.</p> <p>Sea level rise could cause the narrowing of Lannacombe Beach and the other small pocket coves along this stretch, this could result in the failure of defences within Lannacombe Beach. Failure of the defences would not significantly impact on coastal evolution of this stretch.</p>	<p>There would continue to be negligible cliff recession along this section, although very localised small scale cliff failures could occur between 2055 and 2105. As such total erosion of 0 to 10m is predicted by 2105.</p> <p>As sea levels rise, there could be further submergence of remaining pocket beaches. Along the rest of the coast sea level rise would only mean that still water level sits higher up the cliff face and therefore it would be unlikely for erosion rates to accelerate.</p>
Prawle Point to Limebury Point	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	This section is dominated by hard rock cliffs that are indented with small pocket beaches. The resistant nature of the cliffs has historically resulted in very little cliff recession, although some areas are more erodible than others depending on local geological characteristics. In	The majority of the cliffs would be expected to experience only negligible erosion between 2025 and 2055. Faster rates of cliff recession within the slightly softer cliffs could occur, with a net recession of between 0 and 10m is predicted over this period.	Negligible erosion of the majority of the cliffs is expected to occur between 2055 and 2105. Faster rates of cliff recession within the slightly softer cliffs could occur, with a net recession of between 0 and 10m is predicted over this period. As sea levels rise, the small pocket beaches would

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>these localised areas of less resistant rock, erosion of 0 to 10m is predicted by 2025.</p> <p>The small pocket beaches fluctuate seasonally but have remained largely unchanged over the long term. These are supplied by erosion of the slightly more erodible cliffs within which they are located. There is little, if any, interaction with adjacent beaches.</p> <p>Coastal squeeze as a result of sea level rise is likely to become increasingly important towards 2025 if there is insufficient sediment supply to the pocket beaches from local cliff erosion. This is particularly the case for those pocket beaches, where defences prevent erosion of softer cliffs, which would otherwise have contributed beach sediment as they eroded.</p>	<p>Sea level rise could lead to the narrowing and possible submergence of the pocket beaches that indent the cliffs along this section, if there is insufficient supply of sediment from localised cliff erosion, or where beaches front resistant cliffs.</p>	<p>be expected to narrow further and could disappear in places, where either resistant cliffs back the beaches or if there is insufficient supply of sediment from localised cliff erosion.</p>
Salcombe Harbour (Limebury Point to Kingsbridge Estuary – Scoble Point)	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>
	<p>There is a number of scattered settlements along this section, which have small defences to protect against flooding. It is anticipated these would remain whilst the rest of this section in undefended.</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary.</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>along currently undefended sections under this policy.</p>	<p>along currently undefended sections under this policy.</p>
	<p>The Kingsbridge Estuary system is largely natural and unconstrained, although some parts are defended around developed areas. The estuary would be expected to undergo landward translation in response to rising sea levels in the natural areas though this would be constrained in the defended areas. In parts of the natural estuary, this translation may also be inhibited due to rapidly rising land. In these areas there it is likely that gradual loss of inter-tidal areas would occur.</p> <p>Numerous scattered settlements adjacent to the estuary are at risk from flooding, with future flood risk mainly due to climate change, with possible sea level rises increasing the frequency and depth of future flooding. Continued defence of these areas would reduce the localised flood risk. In these areas there it is likely that gradual loss of inter-tidal areas would occur.</p> <p>Natural river and tidal processes would continue in the rural areas surrounding the estuaries, with improved flood risk management where people</p>	<p>The Kingsbridge Estuary system is largely natural and unconstrained, although some parts are defended around developed areas. The estuary would be expected to undergo landward translation in response to rising sea levels in the natural areas though this would be constrained in the defended areas. In parts of the natural estuary, this translation may also be inhibited due to rapidly rising land. In these areas there it is likely that gradual loss of inter-tidal areas would occur.</p> <p>Numerous scattered settlements adjacent to the estuary are at risk from flooding, with future flood risk mainly due to climate change, with possible sea level rises increasing the frequency and depth of future flooding. Continued defence of these areas would reduce the localised flood risk. In these areas there it is likely that gradual loss of inter-tidal areas would occur.</p> <p>Natural river and tidal processes would continue in the rural areas surrounding the estuaries, with improved flood risk management where people</p>	<p>The Kingsbridge Estuary system is largely natural and unconstrained, although some parts are defended around developed areas. The estuary would be expected to undergo landward translation in response to rising sea levels in the natural areas though this would be constrained in the defended areas. In parts of the natural estuary, this translation may also be inhibited due to rapidly rising land. In these areas there it is likely that gradual loss of inter-tidal areas would occur.</p> <p>Numerous scattered settlements adjacent to the estuary are at risk from flooding, with future flood risk mainly due to climate change, with possible sea level rises increasing the frequency and depth of future flooding. Continued defence of these areas would reduce the localised flood risk. In these areas there it is likely that gradual loss of inter-tidal areas would occur.</p> <p>Natural river and tidal processes would continue in the rural areas surrounding the estuaries, with improved flood risk management where people</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	and properties are at risk.	and properties are at risk.	and properties are at risk.
Kingsbridge Estuary – Scoble Point to Kingsbridge	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)
	<p>There are few defences along this section, although the creek heads do have some roads and other infrastructure that could be at risk of flooding.</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>
	<p>The Kingsbridge Estuary system is largely natural and unconstrained, although some parts are defended around developed areas. The estuary would be expected to undergo landward translation in response to rising sea levels in the natural areas though this would be constrained in the defended areas. In parts of the natural estuary, this translation may also be inhibited due to rapidly rising land. In these areas there it is</p>	<p>The Kingsbridge Estuary system is largely natural and unconstrained, although some parts are defended around developed areas. The estuary would be expected to undergo landward translation in response to rising sea levels in the natural areas though this would be constrained in the defended areas. In parts of the natural estuary, this translation may also be inhibited due to rapidly rising land. In these areas there it is</p>	<p>The Kingsbridge Estuary system is largely natural and unconstrained, although some parts are defended around developed areas. The estuary would be expected to undergo landward translation in response to rising sea levels in the natural areas though this would be constrained in the defended areas. In parts of the natural estuary, this translation may also be inhibited due to rapidly rising land. In these areas there it is</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	likely that gradual loss of inter-tidal areas would occur. Natural river and tidal processes would continue to dominate in this area.	likely that gradual loss of inter-tidal areas would occur. Natural river and tidal processes would continue to dominate in this area.	likely that gradual loss of inter-tidal areas would occur. Natural river and tidal processes would continue to dominate in this area.
Kingsbridge Estuary – Kingsbridge	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)	Policy Assessed = Hold the Line (adopted from South Devon CFMP)
	A range of flood defences provide protection to the low lying parts of Kingsbridge at the head of the estuary. The CFMP policy for this section is “ <i>P5 – Take further action to reduce flood risk (now and in the future)</i> ”. This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy. It is not assumed that new defences will be built along currently undefended sections under this policy.	The CFMP policy for this section is “ <i>P5 – Take further action to reduce flood risk (now and in the future)</i> ”. This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy. It is not assumed that new defences will be built along currently undefended sections under this policy.	The CFMP policy for this section is “ <i>P5 – Take further action to reduce flood risk (now and in the future)</i> ”. This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy. It is not assumed that new defences will be built along currently undefended sections under this policy.
	The town of Kingsbridge is located at the head of the Kingsbridge Estuary system, which is largely natural and unconstrained. Natural translation of the estuary in this area in response to sea level rise would be inhibited by the continued provision of flood defences, which	Natural translation of the estuary in this area in response to sea level rise would continue to be inhibited by the ongoing provision of flood defences, which reduce the risk of flooding to the low-lying parts of Kingsbridge into the future. The wider Kingsbridge Estuary system is largely	Natural translation of the estuary in this area in response to sea level rise would continue to be inhibited by the ongoing provision of flood defences, which reduce the risk of flooding to the low-lying parts of Kingsbridge into the future. The wider Kingsbridge Estuary system is largely

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>reduce the risk of flooding to the low-lying parts of Kingsbridge into the future. In this area it is likely that gradual loss of inter-tidal areas would occur.</p> <p>The wider Kingsbridge Estuary system is largely natural and unconstrained, and so the impacts of the constraint placed upon estuary evolution by these defences is unlikely to have significant implications for the estuary as a whole.</p> <p>Natural river and tidal processes would continue in the rural areas of the estuary that surround Kingsbridge.</p>	<p>natural and unconstrained, and so the impacts of the constraint placed upon estuary evolution by these defences is unlikely to have significant implications for the estuary as a whole.</p> <p>Natural river and tidal processes would continue in the rural areas of the estuary that surround Kingsbridge.</p>	<p>natural and unconstrained, and so the impacts of the constraint placed upon estuary evolution by these defences is unlikely to have significant implications for the estuary as a whole.</p> <p>Natural river and tidal processes would continue in the rural areas of the estuary that surround Kingsbridge.</p>
Kingsbridge Estuary West – Kingsbridge to Snapes Point	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p> <p>There are few defences along this section, although the creek heads do have some roads and other infrastructure that could be at risk of flooding.</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p> <p>The Kingsbridge Estuary system is largely natural and unconstrained, although some parts are defended around developed areas. The estuary would be expected to undergo landward translation in response to rising sea levels in the natural areas though this would be constrained in the defended areas. In parts of the natural estuary, this translation may also be inhibited due to rapidly rising land. In these areas there it is likely that gradual loss of inter-tidal areas would occur.</p> <p>Natural river and tidal processes would continue to dominate in this area.</p>	<p>The Kingsbridge Estuary system is largely natural and unconstrained, although some parts are defended around developed areas. The estuary would be expected to undergo landward translation in response to rising sea levels in the natural areas though this would be constrained in the defended areas. In parts of the natural estuary, this translation may also be inhibited due to rapidly rising land. In these areas there it is likely that gradual loss of inter-tidal areas would occur.</p> <p>Natural river and tidal processes would continue to dominate in this area.</p>	<p>The Kingsbridge Estuary system is largely natural and unconstrained, although some parts are defended around developed areas. The estuary would be expected to undergo landward translation in response to rising sea levels in the natural areas though this would be constrained in the defended areas. In parts of the natural estuary, this translation may also be inhibited due to rapidly rising land. In these areas there it is likely that gradual loss of inter-tidal areas would occur.</p> <p>Natural river and tidal processes would continue to dominate in this area.</p>
Salcombe (Snapes Point to Splat Cove Point)	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from South Devon CFMP)</p>
	<p>There are a range of defences located along this section, providing protection against flooding.</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p> <p>It is not assumed that new defences will be built</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>policy.</p> <p>It is not assumed that new defences will be built along currently undefended sections under this policy.</p>	<p>along currently undefended sections under this policy.</p>	<p>along currently undefended sections under this policy.</p>
	<p>The town of Salcombe is located on the western side of the outer part of the Kingsbridge Estuary system, which is largely natural and unconstrained and which would be expected to undergo landward translation in response to rising sea levels.</p> <p>However, defences along this frontage protect Salcombe from flooding and so this natural response would be inhibited. It is likely that gradual loss of inter-tidal areas would occur in this area as a result.</p> <p>Natural river and tidal processes would continue in the rural areas surrounding the estuary.</p>	<p>Continued provision of flood defences along this frontage would reduce the flood risk to Salcombe. This would inhibit the ability of the estuary to respond naturally and it is likely that gradual loss of inter-tidal areas would occur in this area as a result.</p> <p>Natural river and tidal processes would continue in the rural areas surrounding the estuary.</p>	<p>Continued provision of flood defences along this frontage would reduce the flood risk to Salcombe. This would inhibit the ability of the estuary to respond naturally and it is likely that gradual loss of inter-tidal areas would occur in this area as a result.</p> <p>Natural river and tidal processes would continue in the rural areas surrounding the estuary.</p>
Splat Cove Point to Bolt Head	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>There are no defences present along this section.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>
	<p>This section is dominated by hard rock cliffs that are indented with small pocket beaches.</p> <p>The resistant nature of the cliffs has historically resulted in very little cliff recession, although some areas are more erodible than others depending on local geological characteristics. In these localised areas of less resistant rock,</p>	<p>The majority of the cliffs would be expected to experience only negligible erosion between 2025 and 2055. Faster rates of cliff recession within the slightly softer cliffs could occur, with a net recession of between 0 and 10m is predicted over this period.</p> <p>Sea level rise could lead to the narrowing and</p>	<p>Negligible erosion of the majority of the cliffs is expected to occur between 2055 and 2105. Faster rates of cliff recession within the slightly softer cliffs could occur, with a net recession of between 0 and 10m is predicted over this period.</p> <p>As sea levels rise, the small pocket beaches would be expected to narrow further and could</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>erosion of 0 to 10m is predicted by 2025.</p> <p>The small pocket beaches fluctuate seasonally but have remained largely unchanged over the long term. These are supplied by erosion of the slightly more erodible cliffs within which they are located. There is little, if any, interaction with adjacent beaches.</p> <p>Coastal squeeze as a result of sea level rise is likely to become increasingly important towards 2025 if there is insufficient sediment supply to the pocket beaches from local cliff erosion. This is particularly the case for those pocket beaches, where defences prevent erosion of softer cliffs, which would otherwise have contributed beach sediment as they eroded.</p>	<p>possible submergence of the pocket beaches that indent the cliffs along this section, if there is insufficient supply of sediment from localised cliff erosion, or where beaches front resistant cliffs.</p>	<p>disappear in places, where either resistant cliffs back the beaches or if there is insufficient supply of sediment from localised cliff erosion.</p>
POLICY SCENARIO AREA: BOLT HEAD TO WEMBURY POINT			
Bolt Head to Bolt Tail	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The cliffs along this section consist of hard, resistant rock that has eroded very little over the long term. This is expected to continue to 2025, with negligible cliff recession predicted over this period. As such total erosion of 0 to 10m is predicted by 2025 depending on the occurrence of small scale cliff failures.	Negligible erosion of the hard rock cliffs that dominate this section is predicted between 2025 and 2055. As such total erosion of 0 to 10m is predicted by 2055 depending on the occurrence of small scale cliff failures. Any small pocket beaches along this stretch are likely to become permanently submerged at all tidal states, due to sea level rise.	Negligible erosion of the hard rock cliffs that dominate this section is predicted between 2055 and 2105. As such total erosion of 0 to 10m is predicted by 2105 depending on the occurrence of small scale cliff failures.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Bolt Tail to Thurlestone Rock	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>This section is largely undefended, with only a few very short lengths of defence protecting cliff top roads around Inner Hope and Outer Hope.</p> <p>Under Policy Scenario A it is assumed to be unlikely that a scheme to maintain these defences would attract public funds, and so it is assumed that no further maintenance of the defences would occur.</p>	<p>The very short lengths of defence along this section could fail during this period.</p>	<p>If not already occurred in the medium term, it is likely that the very short lengths of defence along this section would fail in the early part of this period.</p>
	<p>The majority of this section consists of hard rock cliffs that have historically eroded very little over the long term, although there are localised areas that are slightly more erodible. This trend would continue to 2025, and a maximum erosion of between 0 and 10m is predicted in localised areas of softer cliffs over this period.</p> <p>There is a small pocket beach that indents this section at Hope Cove, but there is little, if any, interaction between this and adjacent pocket beaches. There is also a very small length of defence at the back of this cove that provides some local protection to the cliff top road above.</p> <p>Coastal squeeze as a result of sea level rise is likely to become increasingly important during this period, particularly where this small pocket beach fronts resistant cliffs.</p>	<p>Cliff erosion would be limited to localised areas of slightly more erodible cliffs, with predicted erosion in these areas of 0 to 10m by 2055. Loss of the defence at the back of Hope Cove during this period could occur, though it is unlikely that this would result in any increase in cliff recession due to the resistant nature of the cliffs.</p> <p>Sea level rise could lead to the continued narrowing and possible submergence of the pocket beach at Hope Cove that fronts the cliffs along this section.</p>	<p>Cliff erosion would be limited to localised areas of slightly more erodible cliffs, with total erosion in these areas predicted to be between 0 and 10m by 2105.</p> <p>The pocket beach at Hope Cove that fronts the resistant cliffs will have disappeared by the end of this period, due to increases in sea level.</p>
Thurlestone Rock to Warren Point	Policy Assessed = Hold the Line	Policy Assessed = Managed Realignment	Policy Assessed = No Active Intervention
	<p>A small length of defence is located at the back of</p>	<p>Measures developed in the short term would be</p>	<p>There would be no defences present by the end</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>the beach at Thurlestone, protecting low-lying land from flooding.</p> <p>Under Policy Scenario A, maintenance of the defences would occur during this period whilst measures are developed to allow the realignment of defences in the medium to long term.</p>	<p>implemented during this period to move assets away from areas of risk.</p>	<p>of this period, with assets having been relocated away from area of risk in the medium term.</p>
	<p>Either end of this section consists of hard rock cliffs that have historically eroded very little over the long term, although there are localised areas that are slightly more erodible. This trend would continue to 2025, and a maximum erosion of between 0 and 10m is predicted in localised areas of softer cliffs over this period.</p> <p>A pocket beach indents this section at Thurlestone that fronts an area of low-lying land, but this has little, if any, interaction with other parts of the coast.</p> <p>Coastal squeeze as a result of sea level rise is likely to become increasingly important during this period, particularly as defences exist at Thurlestone that limit the natural ability of the beach to adapt by rolling back landwards onto low-lying land.</p> <p>At Thurlestone, this would result in an increased risk of flooding during storm events by 2025.</p>	<p>Cliff erosion would be limited to localised areas of slightly more erodible cliffs, with total erosion in these areas predicted to be between 0 and 10m by 2105.</p> <p>At Thurlestone, continued coastal squeeze caused by the defences holding the backshore position would likely become unsustainable and so assets would be moved away from the area of risk (to high ground) prior to allowing the beach to roll back landwards in response to sea level rise.</p> <p>This would allow a more naturally functioning beach to be retained at Thurlestone.</p>	<p>Cliff erosion would be limited to localised areas of slightly more erodible cliffs, with total erosion in these areas predicted to be between 0 and 10m by 2105.</p> <p>At Thurlestone a small embayment would likely develop as the beach rolls back landwards in response to sea level rise. This in turn would allow more beach material to be retained along this section within a naturally functioning beach.</p>
Warren Point to Avon Estuary (East)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section.	No defences.	No defences.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	This section would continue to evolve naturally.	This section would continue to evolve naturally.	This section would continue to evolve naturally.
	This section consists of hard rock cliffs that have historically eroded very little over the long term, although there are localised areas that are slightly more erodible. This trend would continue to 2025, and a maximum erosion of between 0 and 10m is predicted in localised areas of softer cliffs over this period.	Cliff erosion would be limited to localised areas of slightly more erodible cliffs, with predicted erosion in these areas of 0 to 10m by 2055.	Cliff erosion would be limited to localised areas of slightly more erodible cliffs, with total erosion in these areas predicted to be between 0 and 10m by 2105.
Avon Estuary (East Bank – Mouth to Stadbury Farm)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are very few defences present along this section and much of the section is natural. Under Policy Scenario A, this section would continue to evolve naturally, with any defences gradually deteriorating and failing due to lack of maintenance.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	This section contains extensive areas of sand at the mouth of the Avon estuary. Sea level rise could possibly result in some erosion and narrowing of the beaches around the mouth of the Avon estuary, features that have also historically been stable over the long term, although the channel at the mouth of the estuary has migrated from east to west over the past 100 years. The hard rock cliffs located along parts of this section have eroded very little over the long term, and this is expected to continue in the future, with negligible erosion predicted by 2025.	There could be erosion, narrowing and possibly submergence of the beaches around the mouth of the Avon estuary in response to rising sea level. The dunes at Bantam Sand, which sit on top of a shore platform, would rollback in response to sea level rise, aided by net flood sediment transport that occurs over the sands. There is little or no link between the beaches here and the adjacent Challaborough Beach and so this would not have a wider area impact. The hard rock cliffs would continue to erode only very slowly between 2025 and 2055, with negligible erosion predicted over this period. The	As sea levels rise, it would be expected that the beaches around the mouth of the Avon estuary could erode and narrow and possibly disappear in places. The hard rock cliffs would continue to erode only very slowly between 2055 and 2105, with negligible erosion predicted over this period.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		dunes at Bantham Sand, which sit on top of a shore platform, would rollback in response to sea level rise, aided by net flood sediment transport that occurs over the sands.	
Avon Estuary (Upstream section – Stadbury Farm to Stakes Hill)	Policy Assessed = Managed Realignment (adopted from South Devon CFMP)	Policy Assessed = Managed Realignment (adopted from South Devon CFMP)	Policy Assessed = Managed Realignment (adopted from South Devon CFMP)
	There are several defences around the developed area of Aveton Gifford, and a number of roads within the estuary that are at risk of flooding. The CFMP policy for this section is “ <i>P6 - Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i> ” This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations. It is assumed that this policy would allow existing defences to be improved in order to reduce any change in flood risk created by managed realignment in parts of the estuary, but would not allow new defences to be built along currently undefended sections.	The CFMP policy for this section is “ <i>P6 - Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i> ” This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations. It is assumed that this policy would allow existing defences to be improved in order to reduce any change in flood risk created by managed realignment in parts of the estuary, but would not allow new defences to be built along currently undefended sections.	The CFMP policy for this section is “ <i>P6 - Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i> ” This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations. It is assumed that this policy would allow existing defences to be improved in order to reduce any change in flood risk created by managed realignment in parts of the estuary, but would not allow new defences to be built along currently undefended sections.
	The Avon Estuary is largely natural and unconstrained, and would be expected to adjust to rising sea levels to maintain its current form. Pro-active managed realignment would help to reconnect the estuary to the floodplain whilst	The Avon Estuary is largely natural and unconstrained, and would be expected to adjust to rising sea levels to maintain its current form. Pro-active managed realignment would help to reconnect the estuary to the floodplain whilst	The Avon Estuary is largely natural and unconstrained, and would be expected to adjust to rising sea levels to maintain its current form. Pro-active managed realignment would help to reconnect the estuary to the floodplain whilst

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>also providing habitat and reducing flood risk to other parts of the estuary.</p> <p>There are very few defences in the estuary, mostly associated with the developed area of Aveton Gifford, and whilst the continued presence of these would constrain the estuary locally, it is unlikely to have a significant impact on the estuary as a whole.</p>	<p>also providing habitat and reducing flood risk to other parts of the estuary</p> <p>There are very few defences in the estuary, mostly associated with the developed area of Aveton Gifford, and whilst the continued presence of these would constrain the estuary locally, it is unlikely to have a significant impact on the estuary as a whole.</p>	<p>also providing habitat and reducing flood risk to other parts of the estuary</p> <p>There are very few defences in the estuary, mostly associated with the developed area of Aveton Gifford, and whilst the continued presence of these would constrain the estuary locally, it is unlikely to have a significant impact on the estuary as a whole.</p>
Avon Estuary (West Bank – Stakes Hill to Warren Point (Bigbury-on-Sea))	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are very few defences present along this section and much of the section is natural. Under Policy Scenario A, this section would continue to evolve naturally, with any defences gradually deteriorating and failing due to lack of maintenance.	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>	<p>No defences.</p> <p>This section would continue to evolve naturally.</p>
	<p>This section contains extensive areas of sand at the mouth of the Avon estuary.</p> <p>Sea level rise could possibly result in some erosion and narrowing of the beaches around the mouth of the Avon estuary and the tombolo between the mainland and Burgh Island by 2025, features that have also historically been stable over the long term, although the channel at the mouth of the estuary has migrated from east to west over the past 100 years.</p> <p>The hard rock cliffs located along parts of this section have eroded very little over the long term, and this is expected to continue in the</p>	<p>There could be erosion, narrowing and possibly submergence of the beaches and tombolo around the mouth of the Avon estuary in response to rising sea level.</p> <p>There is little or no link between the beaches here and the adjacent Challaborough Beach and so this would not have a wider area impact.</p> <p>The hard rock cliffs would continue to erode only very slowly between 2025 and 2055, with negligible erosion predicted over this period.</p>	<p>As sea levels rise, it would be expected that the beaches and tombolo around the mouth of the Avon estuary could erode and narrow and possibly disappear in places. The submergence of the tombolo during this period would leave Burgh Island permanently detached from the mainland.</p> <p>The hard rock cliffs would continue to erode only very slowly between 2055 and 2105, with negligible erosion predicted over this period.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	future, with negligible erosion predicted by 2025.		
Warren Point (Bigbury-on-Sea) to Challaborough (West)	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Managed Realignment
	<p>There is a small length of defence located at the back of Challaborough Beach that protects low-lying land from flooding.</p> <p>It is assumed that maintenance of the defence would occur during this period whilst measures are developed to implement managed realignment in the long term.</p>	<p>It is assumed that maintenance of the defences along this section would occur during this period whilst measures are developed to implement managed realignment in the long term.</p>	<p>Maintenance of the defences at Challaborough Beach would likely become unsustainable, and so a secondary line of defences would be constructed landwards of the existing defence line, after which the current defences would be allowed to fail.</p>
	<p>This section contains a small beach that fronts the defences and low-lying land at Challaborough.</p> <p>Challaborough Beach fluctuates seasonally but has been stable over the long term. This situation is expected to continue to 2025, although coastal squeeze as a result of sea level rise could become increasingly important during this period, resulting in an increased risk of flooding during storm events by 2025.</p> <p>The hard rock cliffs located along the eastern and western parts of this section have eroded very little over the long term, and this is expected to continue in the future, with negligible erosion predicted by 2025.</p>	<p>Sea level rise would continue to cause narrowing and steepening of Challaborough Beach, resulting in an increased risk of localised flooding in this area during storm events between 2025 and 2055, unless defences are upgraded.</p> <p>The hard rock cliffs at either end of this section would continue to erode only very slowly between 2025 and 2055, with negligible erosion predicted over this period.</p>	<p>As sea levels rise, it would be expected that Challaborough Beach coastal squeeze caused by the defences holding the backshore position would likely become unsustainable and so a secondary line of defences would be constructed landward of the existing defences prior to allowing the existing defences to fail and so allowing the beach to roll back landwards in response to sea level rise.</p> <p>This would allow a more naturally functioning beach to be retained at Challaborough.</p> <p>The hard rock cliffs at either end of this section would continue to erode only very slowly between 2055 and 2105, with negligible erosion predicted over this period.</p>
Challaborough (West) to Erme Estuary (East)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences along this section.	No defences.	No defences.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	This section would continue to evolve naturally.	This section would continue to evolve naturally.	This section would continue to evolve naturally.
	<p>The majority of this section consists of hard rock cliffs that have eroded very little over the long term, although there are localised areas that are slightly more erodible. This trend would continue to 2025, and total erosion of between 0 and 10m is predicted in localised areas over this period, whilst only the remainder erosion would be negligible.</p> <p>The cliffs along this section are indented with small pocket beaches that are supplied with sediment from local cliff erosion only, there is no interaction between adjacent beaches. These beaches have historically been stable over the long term, however coastal squeeze as a result of sea level rise could become increasingly important during this period if there is insufficient sediment supply to the pocket beaches from local cliff erosion in the future.</p>	<p>Cliff erosion would be limited to localised areas of slightly more erodible cliffs, with total erosion in these areas of between 0 and 10m predicted by 2055 depending on the occurrence of small scale cliff failures.</p> <p>Sea level rise could lead to the narrowing and possible submergence of the pocket beaches that indent the cliffs along this section, if there is insufficient supply of sediment from localised cliff erosion and where beaches front resistant cliffs. Where beaches are not present the still water level will simply be higher up the cliff face.</p>	<p>Cliff erosion would be limited to localised areas of slightly more erodible cliffs, with total erosion in these areas of 0 to 10m predicted by 2105 depending on the occurrence of small scale cliff failures.</p> <p>As sea levels rise most of the small pocket beaches that indent the cliffs along this section would be expected to have disappeared, unless locally there is sufficient sediment supply from the cliffs.</p>
Erme Estuary (East Bank – Mouth to Orcheton Wood)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>There are no flood alleviation schemes within this unit, although there are a number of properties at risk of flooding under a 1:1 year extreme event within this primarily rural section.</p> <p>The CFMP policy for this section is “<i>P3 - Continue with existing or alternative actions to manage flood risk at the current level (accepting that flood risk will increase over time from this baseline).</i>” Under this policy, extreme flood</p>	<p>Under this policy, extreme flood events continue to pose a flood risk to properties, but this would be managed through flood warnings rather than constructing flood defences along this section as there is predicted to be no significant increase in flood risk area during this period compared to present day.</p>	<p>Under this policy, extreme flood events continue to pose a flood risk to properties, but this would be managed through flood warnings rather than constructing flood defences along this section as there is predicted to be no significant increase in flood risk area during this period compared to present day.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>events continue to pose a flood risk to properties, but this would be managed through flood warnings rather than constructing flood defences along this section.</p> <p>Therefore, this has been interpreted for this SMP to mean 'No Active Intervention'.</p>		
	<p>This stretch encompasses the Erme Estuary. This is a ria type estuary which is confined by steep cliffs. No change in the overall estuary form is expected, although there could be natural fluctuations in the position of the low water channel.</p>	<p>No change in the form of the Erme is expected as it is natural and unconstrained and naturally allowing the estuary to adjust to keep pace with rising sea levels.</p>	<p>No change in the form of the Erme is expected as it is natural and unconstrained and naturally allowing the estuary to adjust to keep pace with rising sea levels.</p>
Erme Estuary (Upstream section – Orcheton Wood to Pamflete Wood)	<p>Policy Assessed = No Active Intervention</p>	<p>Policy Assessed = No Active Intervention</p>	<p>Policy Assessed = No Active Intervention</p>
	<p>There are no flood alleviation schemes within this unit, although there are a number of properties at risk of flooding under a 1:1 year extreme event within this primarily rural section.</p> <p>The CFMP policy for this section is “<i>P3 - Continue with existing or alternative actions to manage flood risk at the current level (accepting that flood risk will increase over time from this baseline).</i>” Under this policy, extreme flood events continue to pose a flood risk to properties, but this would be managed through flood warnings rather than constructing flood defences along this section.</p> <p>Therefore, this has been interpreted for this SMP to mean 'No Active Intervention'.</p>	<p>Under this policy, extreme flood events continue to pose a flood risk to properties, but this would be managed through flood warnings rather than constructing flood defences along this section as there is predicted to be no significant increase in flood risk area during this period compared to present day.</p>	<p>Under this policy, extreme flood events continue to pose a flood risk to properties, but this would be managed through flood warnings rather than constructing flood defences along this section as there is predicted to be no significant increase in flood risk area during this period compared to present day.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	This stretch encompasses the Erme Estuary. This is a ria type estuary which is confined by steep cliffs. No change in the overall estuary form is expected, although there could be natural fluctuations in the position of the low water channel.	No change in the form of the Erme is expected as it is natural and unconstrained and naturally allowing the estuary to adjust to keep pace with rising sea levels.	No change in the form of the Erme is expected as it is natural and unconstrained and naturally allowing the estuary to adjust to keep pace with rising sea levels.
Erme Estuary (West Bank – Pamflete Wood to Mouth)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no flood alleviation schemes within this unit, although there are a number of properties at risk of flooding under a 1:1 year extreme event within this primarily rural section. The CFMP policy for this section is “ <i>P3 - Continue with existing or alternative actions to manage flood risk at the current level (accepting that flood risk will increase over time from this baseline).</i> ” Under this policy, extreme flood events continue to pose a flood risk to properties, but this would be managed through flood warnings rather than constructing flood defences along this section. Therefore, this has been interpreted for this SMP to mean 'No Active Intervention'.	Under this policy, extreme flood events continue to pose a flood risk to properties, but this would be managed through flood warnings rather than constructing flood defences along this section as there is predicted to be no significant increase in flood risk area during this period compared to present day.	Under this policy, extreme flood events continue to pose a flood risk to properties, but this would be managed through flood warnings rather than constructing flood defences along this section as there is predicted to be no significant increase in flood risk area during this period compared to present day.
	This stretch encompasses the Erme Estuary. This is a ria type estuary which is confined by steep cliffs. No change in the overall estuary form is expected, although there could be natural fluctuations in the position of the low water channel.	No change in the form of the Erme is expected as it is natural and unconstrained and naturally allowing the estuary to adjust to keep pace with rising sea levels.	No change in the form of the Erme is expected as it is natural and unconstrained and naturally allowing the estuary to adjust to keep pace with rising sea levels.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Erme Estuary (West) to Yealm Estuary (East)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences along this section. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.	No defences. This section would continue to evolve naturally.
	The majority of this section consists of hard rock cliffs that have eroded very little over the long term, although there are localised areas that are slightly more erodible. This trend would continue to 2025, and total erosion of between 0 and 10m is predicted in localised areas over this period, whilst only the remainder erosion would be negligible. The cliffs along this section are indented with small pocket beaches that are supplied with sediment from local cliff erosion only, there is no interaction between adjacent beaches. These beaches have historically been stable over the long term, however coastal squeeze as a result of sea level rise could become increasingly important during this period if there is insufficient sediment supply to the pocket beaches from local cliff erosion in the future.	Cliff erosion would be limited to localised areas of slightly more erodible cliffs, with total erosion in these areas of between 0 and 10m predicted by 2055 depending on the occurrence of small scale cliff failures. Sea level rise could lead to the narrowing and possible submergence of the pocket beaches that indent the cliffs along this section, if there is insufficient supply of sediment from localised cliff erosion and where beaches front resistant cliffs. Where beaches are not present the still water level will simply be higher up the cliff face.	Cliff erosion would be limited to localised areas of slightly more erodible cliffs, with total erosion in these areas of 0 to 10m predicted by 2105 depending on the occurrence of small scale cliff failures. As sea levels rise most of the small pocket beaches that indent the cliffs along this section would be expected to have disappeared, unless locally there is sufficient sediment supply from the cliffs.
Yealm Estuary (East Bank – Mouth to Passage House)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	The CFMP policy for this section is “ <i>P4 - Take action to sustain the current level of flood risk</i> ” This could be interpreted to mean ‘Hold the Line’ in parts of the estuary where there are already defences that reduce flood risk.	The CFMP policy for this section is “ <i>P4 - Take action to sustain the current level of flood risk</i> ” This could be interpreted to mean ‘Hold the Line’ in parts of the estuary where there are already defences that reduce flood risk.	The CFMP policy for this section is “ <i>P4 - Take action to sustain the current level of flood risk</i> ” This could be interpreted to mean ‘Hold the Line’ in parts of the estuary where there are already defences that reduce flood risk.
	Review of the local situation suggests that Hold	Review of the local situation suggests that Hold	Review of the local situation suggests that Hold

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>the Line in this section of the estuary would be unnecessary as there are no defences to sustain and so under Policy Scenario A, No Active Intervention is considered instead along this undefended section.</p>	<p>the Line in this section of the estuary would be unnecessary as there are no defences to sustain and so under Policy Scenario A, No Active Intervention is considered instead along this undefended section.</p>	<p>the Line in this section of the estuary would be unnecessary as there are no defences to sustain and so under Policy Scenario A, No Active Intervention is considered instead along this undefended section.</p>
	<p>This stretch encompasses outer eastern bank of the Yealm Estuary. This is a ria type estuary which is confined by steep cliffs. No change in the overall estuary form is expected.</p> <p>No Active Intervention along this section will allow natural processes to continue to occur.</p>	<p>No change in the form of the Yealm is expected as it is natural and unconstrained by defences, allowing the estuary to adjust to keep pace with rising sea levels.</p> <p>No Active Intervention along this section will allow natural processes to continue to occur.</p>	<p>No change in the form of the Yealm is expected as it is natural and unconstrained by defences, allowing the estuary to adjust to keep pace with rising sea levels.</p> <p>No Active Intervention along this section will allow natural processes to continue to occur.</p>
Yealm Estuary (East Bank – Passage House to Newton Ferrers North)	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>The CFMP policy for this section is “<i>P4 - Take action to sustain the current level of flood risk.</i>” This could be interpreted to mean ‘Hold the Line’ in parts of the estuary where there are already defences that reduce flood risk.</p> <p>Review of the local situation suggests that Hold the Line in this section of the estuary would be required as there are a range of defences that protect developed areas around the settlement of Newton Ferrers.</p>	<p>The CFMP policy for this section is “<i>P4 - Take action to sustain the current level of flood risk.</i>” This could be interpreted to mean ‘Hold the Line’ in parts of the estuary where there are already defences that reduce flood risk.</p> <p>Review of the local situation suggests that Hold the Line in this section of the estuary would be required as there are a range of defences that protect developed areas around the settlement of Newton Ferrers.</p>	<p>The CFMP policy for this section is “<i>P4 - Take action to sustain the current level of flood risk.</i>” This could be interpreted to mean ‘Hold the Line’ in parts of the estuary where there are already defences that reduce flood risk.</p> <p>Review of the local situation suggests that Hold the Line in this section of the estuary would be required as there are a range of defences that protect developed areas around the settlement of Newton Ferrers.</p>
	<p>This stretch encompasses part of the eastern bank of the Yealm Estuary. This is a ria type estuary which is confined by steep cliffs. No change in the overall estuary form is expected.</p> <p>Exposed estuarine locations such as Newton Ferrers and Noss Mayo may be subject to</p>	<p>No change in the form of the Yealm is expected as it is largely natural and unconstrained by defences, allowing the estuary to adjust to keep pace with rising sea levels.</p> <p>Continued defence along this section would</p>	<p>No change in the form of the Yealm is expected as it is largely natural and unconstrained by defences, allowing the estuary to adjust to keep pace with rising sea levels.</p> <p>Continued defence along this section would</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>flooding when high spring tides coincide with heavy rainfall.</p> <p>Continued defence along this section would minimise the flood risk.</p>	<p>minimise the flood risk.</p>	<p>minimise the flood risk.</p>
Yealm Estuary (East Bank – Newton Ferrers North to Fish House Plantation)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>The CFMP policy for this section is “<i>P4 - Take action to sustain the current level of flood risk.</i>” This could be interpreted to mean ‘Hold the Line’ in parts of the estuary where there are already defences that reduce flood risk.</p> <p>Review of the local situation suggests that Hold the Line in this section of the estuary would be unnecessary as there are no defences to sustain and so under Policy Scenario A, No Active Intervention is considered instead along this undefended section.</p>	<p>The CFMP policy for this section is “<i>P4 - Take action to sustain the current level of flood risk.</i>” This could be interpreted to mean ‘Hold the Line’ in parts of the estuary where there are already defences that reduce flood risk.</p> <p>Review of the local situation suggests that Hold the Line in this section of the estuary would be unnecessary as there are no defences to sustain and so under Policy Scenario A, No Active Intervention is considered instead along this undefended section.</p>	<p>The CFMP policy for this section is “<i>P4 - Take action to sustain the current level of flood risk.</i>” This could be interpreted to mean ‘Hold the Line’ in parts of the estuary where there are already defences that reduce flood risk.</p> <p>Review of the local situation suggests that Hold the Line in this section of the estuary would be unnecessary as there are no defences to sustain and so under Policy Scenario A, No Active Intervention is considered instead along this undefended section.</p>
	<p>This stretch encompasses upper eastern bank of the Yealm Estuary. This is a ria type estuary which is confined by steep cliffs. No change in the overall estuary form is expected.</p> <p>No Active Intervention along this section will allow natural processes to continue to occur.</p>	<p>No change in the form of the Yealm is expected as it is natural and unconstrained by defences, allowing the estuary to adjust to keep pace with rising sea levels.</p> <p>No Active Intervention along this section will allow natural processes to continue to occur.</p>	<p>No change in the form of the Yealm is expected as it is natural and unconstrained by defences, allowing the estuary to adjust to keep pace with rising sea levels.</p> <p>No Active Intervention along this section will allow natural processes to continue to occur.</p>
Yealm Estuary (West Bank – Fish House Plantation to Season Point)	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>The CFMP policy for this section is “<i>P4 - Take action to sustain the current level of flood risk.</i>” This could be interpreted to mean ‘Hold the Line’ in parts of the estuary where there are already</p>	<p>The CFMP policy for this section is “<i>P4 - Take action to sustain the current level of flood risk.</i>” This could be interpreted to mean ‘Hold the Line’ in parts of the estuary where there are already</p>	<p>The CFMP policy for this section is “<i>P4 - Take action to sustain the current level of flood risk.</i>” This could be interpreted to mean ‘Hold the Line’ in parts of the estuary where there are already</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>defences that reduce flood risk.</p> <p>Review of the local situation suggests that Hold the Line in this section of the estuary would be unnecessary as there are no defences to sustain and so under Policy Scenario A, No Active Intervention is considered instead along this undefended section.</p>	<p>defences that reduce flood risk.</p> <p>Review of the local situation suggests that Hold the Line in this section of the estuary would be unnecessary as there are no defences to sustain and so under Policy Scenario A, No Active Intervention is considered instead along this undefended section.</p>	<p>defences that reduce flood risk.</p> <p>Review of the local situation suggests that Hold the Line in this section of the estuary would be unnecessary as there are no defences to sustain and so under Policy Scenario A, No Active Intervention is considered instead along this undefended section.</p>
	<p>This stretch encompasses western bank of the Yealm Estuary. This is a ria type estuary which is confined by steep cliffs. No change in the overall estuary form is expected.</p> <p>No Active Intervention along this section will allow natural processes to continue to occur.</p>	<p>No change in the form of the Yealm is expected as it is natural and unconstrained by defences, allowing the estuary to adjust to keep pace with rising sea levels.</p> <p>No Active Intervention along this section will allow natural processes to continue to occur.</p>	<p>No change in the form of the Yealm is expected as it is natural and unconstrained by defences, allowing the estuary to adjust to keep pace with rising sea levels.</p> <p>No Active Intervention along this section will allow natural processes to continue to occur.</p>
Season Point to Wembury Point	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>The majority of this section is undefended.</p> <p>There are small sections of defence at Wembury that provide localised protection against flooding and erosion. Under Policy Scenario A, it is assumed that any further maintenance of these short lengths of defence would not attract public funds and so it is assumed no further maintenance of these would occur during this period.</p>	<p>The short section of defence at Wembury could fail by the end of this period and so increased flood risk to currently protected areas would result.</p>	<p>There would be no defences at Wembury and so this area would continue to evolve naturally.</p>
	<p>The majority of this section consists of hard rock cliffs that have eroded very little over the long term, although there are localised areas that are slightly more erodible. This trend would continue to 2025, and total erosion of between 0 and 10m is predicted in localised areas over this period,</p>	<p>Cliff erosion would be limited to localised areas of slightly more erodible cliffs, with total erosion in these areas of between 0 and 10m predicted by 2055 depending on the occurrence of small scale cliff failures.</p>	<p>Cliff erosion would be limited to localised areas of slightly more erodible cliffs, with total erosion in these areas of 0 to 10m predicted by 2105 depending on the occurrence of small scale cliff failures.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>whilst only the remainder erosion would be negligible.</p> <p>The cliffs along this section are indented with small pocket beaches that are supplied with sediment from local cliff erosion only, there is no interaction between adjacent beaches. These beaches have historically been stable over the long term, however coastal squeeze as a result of sea level rise could become increasingly important during this period if there is insufficient sediment supply to the pocket beaches from local cliff erosion in the future.</p>	<p>Sea level rise could lead to the narrowing and possible submergence of the pocket beaches that indent the cliffs along this section, if there is insufficient supply of sediment from localised cliff erosion and where beaches front resistant cliffs. Where beaches are not present the still water level will simply be higher up the cliff face.</p>	<p>As sea levels rise most of the small pocket beaches that indent the cliffs along this section would be expected to have disappeared, unless locally there is sufficient sediment supply from the cliffs.</p>
POLICY SCENARIO AREA: WEMBURY POINT TO DEVIL'S POINT			
Wembury Point to Mount Batten Breakwater	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	<p>The most significant defence present along this section occurs at its western end in the form of the Mount Batten Breakwater, although its main effect is upon wave climate around the mouth of the Plym estuary. There are also very small lengths of localised defences that prevent erosion at Bovisand and immediately south of the breakwater along the access road to Mount Batten.</p> <p>Under Policy Scenario A, it is assumed that any further maintenance of these short lengths of defence would not attract public funds and so it is assumed no further maintenance of these would occur during this period.</p>	<p>It is assumed that the Mount Batten and Plymouth Breakwaters would remain during this period and continue to affect wave climate within Plymouth Sound.</p> <p>The short lengths of defence that occur at Bovisand and immediately south of the breakwater along the access road to Mount Batten could fail by the end of this period.</p>	<p>It is assumed that the Mount Batten and Plymouth Breakwaters would remain during this period and continue to affect wave climate within Plymouth Sound.</p> <p>There would be no other defences along this section and the shoreline would continue to evolve naturally.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	Part of this section is also affected by the sheltering effect of the Plymouth Breakwater within Plymouth Sound.		
	<p>The cliffs along this section consist of hard, resistant rock that has eroded very little over the long term. This is expected to continue to 2025, with negligible cliff recession predicted over this period. As such total erosion of 0 to 10m is predicted by 2025 depending on the occurrence of small scale cliff failures.</p> <p>This coast is geologically controlled and therefore would not be affected by any changes within Plymouth Sound, e.g. to the Breakwater.</p>	<p>Negligible erosion of the hard rock cliffs that dominate this section is predicted between 2025 and 2055. As such total erosion of 0 to 10m is predicted by 2055 depending on the occurrence of small scale cliff failures. The loss of the short lengths of defence at Bovisand and immediately south of the breakwater along the access road to Mount Batten would be unlikely to increase the risk in these areas.</p> <p>The small pocket beaches will gradually become drowned as sea level rise and shore platforms become submerged.</p> <p>This coast is geologically controlled and therefore would not be affected by any changes within Plymouth Sound.</p>	<p>Negligible erosion of the hard rock cliffs that dominate this section is predicted between 2055 and 2105. As such total erosion of 0 to 10m is predicted by 2105 depending on the occurrence of small scale cliff failures.</p> <p>Many of the small pocket beaches would have been lost in a scenario of accelerated sea level rise.</p> <p>This coast is geologically controlled and therefore would not be affected by any changes within Plymouth Sound.</p>
Plym Estuary - Mount Batten Breakwater to Marsh Mills	Policy Assessed = Hold the Line (adopted from Tamar CFMP)	Policy Assessed = Hold the Line (adopted from Tamar CFMP)	Policy Assessed = Hold the Line (adopted from Tamar CFMP)
	<p>There are a variety of defences of varying standards along this section that protect low lying areas from flooding. It is likely that some of these defences would need to be upgraded during this period to maintain current levels of protection.</p> <p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in the future)</i>".</p>	<p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this</p>	<p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p><i>the future</i>)".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>	<p>policy.</p>	<p>policy.</p>
	<p>Continued defence along this section would provide ongoing flood protection to areas of low lying land that are highly developed during this period.</p> <p>Sea level rise could begin to cause narrowing of intertidal areas in the upper part of the estuary towards 2025, though it is unlikely that a significant area would be lost during this period.</p>	<p>Continued defence along this section would provide ongoing flood protection to areas of low lying land that are highly developed during this period.</p> <p>As sea levels rise, further narrowing and even loss of some parts of the intertidal areas in the upper part of the estuary is likely to occur towards 2055 as they are prevented from adapting naturally by the defences.</p>	<p>Continued defence along this section would provide ongoing flood protection to areas of low lying land that are highly developed during this period.</p> <p>As sea levels rise further, more significant narrowing and even loss of intertidal areas in the upper part of the estuary is likely to occur towards 2105 as they are prevented from adapting naturally by the defences.</p>
Plym Estuary – Marsh Mills to Coxside	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>
	<p>There are a variety of defences along this section that protect low lying areas from flooding. These would be retained during this period.</p> <p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary. Continued monitoring and maintenance of</p>	<p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>	<p>The CFMP policy for this section is "<i>P5 – Take further action to reduce flood risk (now and in the future)</i>".</p> <p>This has been interpreted for this SMP to mean 'Hold the Line' throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	existing defences within this section is therefore assumed to occur during this period under this policy.		
	<p>Continued defence along this section would provide ongoing flood protection to areas of low lying land that are highly developed during this period.</p> <p>Sea level rise could begin to cause narrowing of intertidal areas in the upper part of the estuary towards 2025, though it is unlikely that a significant area would be lost during this period.</p>	<p>Continued defence along this section would provide ongoing flood protection to areas of low lying land that are highly developed during this period.</p> <p>As sea levels rise, further narrowing and even loss of some parts of the intertidal areas in the upper part of the estuary is likely to occur towards 2055 as they are prevented from adapting naturally by the defences.</p>	<p>Continued defence along this section would provide ongoing flood protection to areas of low lying land that are highly developed during this period.</p> <p>As sea levels rise further, more significant narrowing and even loss of intertidal areas in the upper part of the estuary is likely to occur towards 2105 as they are prevented from adapting naturally by the defences.</p>
Coxside to Devil's Point	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	<p>This section consists of a wide range of defences that protect the toe of the cliff from wave action, although a number of the defences form part of amenity features including a lido.</p> <p>Part of this section is also affected by the sheltering effect of the Plymouth Breakwater within Plymouth Sound.</p>	<p>Upgrade of the defences could be required during this period, although along Plymouth Hoe this would likely form part of any upgrade of the amenity features located along the toe of the cliffs in this area.</p> <p>It is assumed that the Plymouth Breakwater would remain during this period and continue to affect wave climate within Plymouth Sound.</p>	<p>Upgrade of the defences could be required during this period, although along Plymouth Hoe this would likely form part of any upgrade of the amenity features located along the toe of the cliffs in this area.</p> <p>It is assumed that the Plymouth Breakwater would remain during this period and continue to affect wave climate within Plymouth Sound.</p>
	<p>The cliff toe is almost entirely protected by defences and other structures along this section, and this has resulted in no cliff recession over the long term.</p> <p>Continued defence of this section by ongoing provision of amenity infrastructure would result in no cliff recession occurring by 2025, although</p>	<p>Continued defence of this section by ongoing provision of amenity infrastructure would result in no cliff recession occurring between 2025 and 2055, although even if undefended, the hard rock geology that forms this coastline would experience negligible erosion.</p> <p>Rising sea levels and increased storminess due to</p>	<p>Continued defence of this section by ongoing provision of amenity infrastructure would result in no cliff recession occurring between 2055 and 2105, although even if undefended, the underlying hard rock geology would experience negligible erosion.</p> <p>Rising sea levels and increased storminess due to</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>even if undefended, the hard rock geology that forms this coastline would experience negligible, if any erosion.</p> <p>Increases in sea level and storminess as a result of climate change could cause increased flood risk to low-lying areas by 2025.</p>	<p>climate change would lead to an increased risk of flooding to low-lying land as a result of wave overtopping, requiring existing defences to be upgraded during this period to minimise this impact.</p>	<p>climate change would lead to an increased risk of flooding to low-lying land as a result of wave overtopping, requiring existing defences to be upgraded during this period to minimise this impact.</p>
POLICY SCENARIO AREA: TAMAR ESTUARY			
Tamar Estuary – Devil's Point Tamerton Lake	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>
	<p>Defences are located along the majority of this eastern side of the estuary. These defences and other structures are associated with the development of the port and naval dockyard at Plymouth, which has also seen the estuary heavily modified in this area by dredging activity.</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>
	<p>Human intervention along this outer part of the Tamar estuary, particularly south of the Tamar bridge, has heavily modified the estuary in this</p>	<p>The effect of rising sea levels, particularly on the part of this section north of the Tamar bridge, would be likely to result in the gradual loss of</p>	<p>The effect of rising sea levels, particularly on the part of this section north of the Tamar bridge, would be likely to result in the gradual loss of</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>area.</p> <p>The defences along this eastern side of the estuary protect small areas of low-lying land between the estuary and higher ground to the east from flooding.</p> <p>Ongoing management of this section and the associated impacts upon the lower estuary is likely to continue during this period.</p>	<p>inter-tidal areas as they are restricted from adapting by the ongoing presence of defences at Plymouth.</p> <p>Ongoing management of this section and the associated impacts upon the lower estuary is likely to continue during this period.</p>	<p>inter-tidal areas as they are restricted from adapting by the ongoing presence of defences at Plymouth.</p> <p>Ongoing management of this section and the associated impacts upon the lower estuary is likely to continue during this period.</p>
Tamar Estuary – Tamerton Lake to Gunnislake (Upper Tamar Estuary East)	<p>Policy Assessed = Managed Realignment (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Managed Realignment (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Managed Realignment (adopted from Tamar CFMP)</p>
	<p>This part of the Tamar Estuary is largely undefended, although there are short isolated lengths of defence that protect localised areas from flooding.</p> <p>The CFMP policy for this section is “<i>P6 - Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations.</p> <p>It is assumed that this policy would allow existing defences to be maintained or improved in order to reduce any change in flood risk created by managed realignment in parts of the estuary, but would not allow new defences to be built along currently undefended sections.</p>	<p>The CFMP policy for this section is “<i>P6 - Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations.</p> <p>It is assumed that this policy would allow existing defences to be maintained or improved in order to reduce any change in flood risk created by managed realignment in parts of the estuary, but would not allow new defences to be built along currently undefended sections.</p>	<p>The CFMP policy for this section is “<i>P6 - Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations.</p> <p>It is assumed that this policy would allow existing defences to be maintained or improved in order to reduce any change in flood risk created by managed realignment in parts of the estuary, but would not allow new defences to be built along currently undefended sections.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>Where defences occur along the eastern side of the estuary, they protect small areas of low-lying land from flooding.</p> <p>The majority of the remaining estuary is largely natural, with extensive areas of intertidal mudflats constrained by steeply rising ground. Managed realignment along these undefended areas would aid conservation of inter-tidal areas and also help to reduce flood risk to the small defended areas.</p>	<p>The effect of rising sea levels on the Tamar estuary would be likely to result in the gradual loss of inter-tidal areas where they are restricted from adapting by the ongoing presence of small lengths of defence along this section.</p> <p>The remaining undefended areas of the estuary in this section would be likely to maintain their current form as they adapt landwards at a rate that keeps pace with sea level rise, aided by proactive managed realignment which will also serve to help reduce flood risk along the defended areas of this section.</p>	<p>The effect of rising sea levels on the Tamar estuary would be likely to result in the gradual loss of inter-tidal areas where they are restricted from adapting by the ongoing presence of small lengths of defence along this section.</p> <p>The remaining undefended areas of the estuary in this section would be likely to maintain their current form as they adapt landwards at a rate that keeps pace with sea level rise, aided by proactive managed realignment which will also serve to help reduce flood risk along the defended areas of this section.</p>
Tamar Estuary – Gunnislake to Saltash (North) (Upper Tamar Estuary West)	<p>Policy Assessed = Managed Realignment (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Managed Realignment (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Managed Realignment (adopted from Tamar CFMP)</p>
	<p>This part of the Tamar Estuary is largely undefended, although there are short isolated lengths of defence that protect localised areas from flooding.</p> <p>The CFMP policy for this section is “<i>P6 - Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations.</p> <p>It is assumed that this policy would allow existing defences to be maintained or improved in order to reduce any change in flood risk created by</p>	<p>The CFMP policy for this section is “<i>P6 - Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations.</p> <p>It is assumed that this policy would allow existing defences to be maintained or improved in order to reduce any change in flood risk created by managed realignment in parts of the estuary, but would not allow new defences to be built along currently undefended sections.</p>	<p>The CFMP policy for this section is “<i>P6 - Take action to increase the frequency of flooding to bring benefits locally or elsewhere.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Managed Realignment’ in parts of the estuary, although no specific locations are identified and this would be subject to detailed investigations.</p> <p>It is assumed that this policy would allow existing defences to be maintained or improved in order to reduce any change in flood risk created by managed realignment in parts of the estuary, but would not allow new defences to be built along currently undefended sections.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	managed realignment in parts of the estuary, but would not allow new defences to be built along currently undefended sections.		
	<p>Where defences occur along the western side of the estuary, they protect small areas of low-lying land from flooding.</p> <p>The majority of the remaining estuary is largely natural, with extensive areas of intertidal mudflats constrained by steeply rising ground. Managed realignment along these undefended areas would aid conservation of inter-tidal areas and also help to reduce flood risk to the small defended areas.</p>	<p>The effect of rising sea levels on the Tamar estuary would be likely to result in the gradual loss of inter-tidal areas where they are restricted from adapting by the ongoing presence of small lengths of defence along this section.</p> <p>The remaining undefended areas of the estuary in this section would be likely to maintain their current form as they adapt landwards at a rate that keeps pace with sea level rise, aided by proactive managed realignment which will also serve to help reduce flood risk along the defended areas of this section.</p>	<p>The effect of rising sea levels on the Tamar estuary would be likely to result in the gradual loss of inter-tidal areas where they are restricted from adapting by the ongoing presence of small lengths of defence along this section.</p> <p>The remaining undefended areas of the estuary in this section would be likely to maintain their current form as they adapt landwards at a rate that keeps pace with sea level rise, aided by proactive managed realignment which will also serve to help reduce flood risk along the defended areas of this section.</p>
Tamar Estuary – Saltash	Policy Assessed = Hold the Line (adopted from Tamar CFMP)	Policy Assessed = Hold the Line (adopted from Tamar CFMP)	Policy Assessed = Hold the Line (adopted from Tamar CFMP)
	<p>Defences along this part of the western shore of the Tamar Estuary protect low lying parts of the town of Saltash from flooding. These would be retained during this period.</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>

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	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	assumed to occur during this period under this policy.		
	<p>Human intervention along this outer part of the Tamar estuary has heavily modified the estuary in this area.</p> <p>The defences along the western side of the estuary protect small areas of low-lying land between the estuary and higher ground to the west from flooding.</p> <p>Ongoing management of this section and the associated impacts upon the lower estuary is likely to continue during this period.</p>	<p>The effect of rising sea levels would be likely to result in the gradual loss of inter-tidal areas as they are restricted from adapting by the ongoing presence of defences at Saltash.</p> <p>Ongoing management of this section and the associated impacts upon the lower estuary is likely to continue during this period.</p>	<p>The effect of rising sea levels would be likely to result in the gradual loss of inter-tidal areas as they are restricted from adapting by the ongoing presence of defences at Saltash.</p> <p>Ongoing management of this section and the associated impacts upon the lower estuary is likely to continue during this period.</p>
Tamar Estuary – River Lynher (Saltash South to Torpoint North (Jupiter Point))	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p> <p>The River Lynher is a tributary of the Tamar Estuary which is largely undefended, although there are short isolated lengths of defence that protect localised areas from flooding.</p> <p>The CFMP policy for this section is “<i>P3 – Continue existing or alternative actions.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary where existing defences are occur. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this Policy.</p> <p>It is assumed that no defences would be built in</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p> <p>The CFMP policy for this section is “<i>P3 – Continue existing or alternative actions.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary where existing defences are occur. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this Policy.</p> <p>It is assumed that no defences would be built in areas where there are currently undefended, and so these areas would be allowed to evolve naturally. Under this policy, opportunities for managed realignment could also be explored.</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p> <p>The CFMP policy for this section is “<i>P3 – Continue existing or alternative actions.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary where existing defences are occur. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this Policy.</p> <p>It is assumed that no defences would be built in areas where there are currently undefended, and so these areas would be allowed to evolve naturally. Under this policy, opportunities for managed realignment could also be explored.</p>

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	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>areas where there are currently undefended, and so these areas would be allowed to evolve naturally. Under this policy, opportunities for managed realignment could also be explored.</p> <p>Where defences occur along this section, they protect small areas of low-lying land from flooding. These would be maintained during this period to ensure flood risk continues to be reduced.</p> <p>The majority of the remaining estuary is largely natural, with extensive areas of intertidal mudflats constrained by steeply rising ground. Managed realignment along these undefended areas would aid conservation of inter-tidal areas and also help to reduce flood risk to the small defended areas.</p>	<p>The effect of rising sea levels on the River Lynher would be likely to result in the gradual loss of inter-tidal areas where they are restricted from adapting by the ongoing presence of small lengths of defence along this section.</p> <p>The remaining undefended areas of this section would be likely to maintain their current form as they adapt landwards at a rate that keeps pace with sea level rise, aided by pro-active managed realignment which will also serve to help reduce flood risk along the defended areas of this section.</p>	<p>The effect of rising sea levels on the River Lynher would be likely to result in the gradual loss of inter-tidal areas where they are restricted from adapting by the ongoing presence of small lengths of defence along this section.</p> <p>The remaining undefended areas of this section would be likely to maintain their current form as they adapt landwards at a rate that keeps pace with sea level rise, aided by pro-active managed realignment which will also serve to help reduce flood risk along the defended areas of this section.</p>
Tamar Estuary – Torpoint North (Jupiter Point) to Torpoint South (Landing Stage)	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p> <p>Defences along this part of the western shore of the Tamar Estuary protect low lying parts of the town of Torpoint from flooding. These would be retained during this period.</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p> <p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	assumed to occur during this period under this policy.		
	<p>Human intervention along this outer part of the Tamar estuary has heavily modified the estuary in this area.</p> <p>The defences along the western side of the estuary protect small areas of low-lying land between the estuary and higher ground to the west from flooding.</p> <p>Ongoing management of this section and the associated impacts upon the lower estuary is likely to continue during this period.</p>	<p>The effect of rising sea levels would be likely to result in the gradual loss of inter-tidal areas as they are restricted from adapting by the ongoing presence of defences at Torpoint.</p> <p>Ongoing management of this section and the associated impacts upon the lower estuary is likely to continue during this period.</p>	<p>The effect of rising sea levels would be likely to result in the gradual loss of inter-tidal areas as they are restricted from adapting by the ongoing presence of defences at Torpoint.</p> <p>Ongoing management of this section and the associated impacts upon the lower estuary is likely to continue during this period.</p>
Tamar Estuary – St John’s Lake (Torpoint South (Landing Stage) to Millbrook (Mill Farm))	Policy Assessed = Hold the Line (adopted from Tamar CFMP)	Policy Assessed = Hold the Line (adopted from Tamar CFMP)	Policy Assessed = Hold the Line (adopted from Tamar CFMP)
	<p>The CFMP policy for this section is “<i>P3 – Continue existing or alternative actions.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary where existing defences are occur. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this Policy.</p> <p>It is assumed that no defences would be built in areas where there are currently undefended, and so these areas would be allowed to evolve naturally. Under this policy, opportunities for managed realignment could also be explored.</p>	<p>The CFMP policy for this section is “<i>P3 – Continue existing or alternative actions.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary where existing defences are occur. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this Policy.</p> <p>It is assumed that no defences would be built in areas where there are currently undefended, and so these areas would be allowed to evolve naturally. Under this policy, opportunities for managed realignment could also be explored.</p>	<p>The CFMP policy for this section is “<i>P3 – Continue existing or alternative actions.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary where existing defences are occur. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this Policy.</p> <p>It is assumed that no defences would be built in areas where there are currently undefended, and so these areas would be allowed to evolve naturally. Under this policy, opportunities for managed realignment could also be explored.</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>This part of the estuary is largely natural, with extensive areas of intertidal mudflats constrained by steeply rising ground. The impact of maintaining short lengths of existing defences would be minimal as they would also constrain future evolution of the estuary in much the same way as the natural steeply rising ground.</p> <p>It is likely affected to some extent by the management activities associated with the Plymouth Dockyard.</p>	<p>The effect of rising sea levels on this area of the lower Tamar estuary would be likely to result in the gradual loss of inter-tidal areas as they are restricted from adapting by the steeply rising ground that surrounds it. The impact of maintaining short lengths of existing defences would be minimal as they would also constrain future evolution of the estuary in much the same way as the natural steeply rising ground.</p>	<p>The effect of rising sea levels on this area of the lower Tamar estuary could result in the gradual loss of inter-tidal areas as they are restricted from adapting by the steeply rising ground that surrounds it. The impact of maintaining short lengths of existing defences would be minimal as they would also constrain future evolution of the estuary in much the same way as the natural steeply rising ground.</p>
Tamar Estuary – St John’s Lake (Millbrook (Mill Farm) to Millbrook (Hancock’s Lake))	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>
	<p>The CFMP policy for this section is “<i>P3 – Continue existing or alternative actions.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary where existing defences are occur. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this Policy.</p> <p>It is assumed that no defences would be built in areas where there are currently undefended, and so these areas would be allowed to evolve naturally. Under this policy, opportunities for managed realignment could also be explored.</p>	<p>The CFMP policy for this section is “<i>P3 – Continue existing or alternative actions.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary where existing defences are occur. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this Policy.</p> <p>It is assumed that no defences would be built in areas where there are currently undefended, and so these areas would be allowed to evolve naturally. Under this policy, opportunities for managed realignment could also be explored.</p>	<p>The CFMP policy for this section is “<i>P3 – Continue existing or alternative actions.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary where existing defences are occur. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this Policy.</p> <p>It is assumed that no defences would be built in areas where there are currently undefended, and so these areas would be allowed to evolve naturally. Under this policy, opportunities for managed realignment could also be explored.</p>
	<p>The defences along this part of the estuary protect small areas of low-lying land between the estuary and surrounding higher ground from</p>	<p>The effect of rising sea levels on this part of the lower Tamar estuary would be likely to result in the gradual loss of inter-tidal areas where they</p>	<p>The effect of rising sea levels on this part of the lower Tamar estuary would be likely to result in the gradual loss of inter-tidal areas where they</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>flooding.</p> <p>The majority of the remaining part of the estuary in this section natural, with extensive areas of intertidal mudflats constrained by steeply rising ground.</p> <p>The impact of maintaining short lengths of existing defences would be minimal as they would also constrain future evolution of the estuary in much the same way as the natural steeply rising ground.</p>	<p>are restricted from adapting by the ongoing presence of defences at Millbrook.</p> <p>The remaining undefended areas of this part of the estuary in this section would be likely to also experience gradual loss of inter-tidal areas as they are restricted from adapting by the steeply rising ground that surrounds it.</p>	<p>are restricted from adapting by the ongoing presence of defences at Millbrook.</p> <p>The remaining undefended areas of this part of the estuary in this section would be likely to also experience gradual loss of inter-tidal areas as they are restricted from adapting by the steeply rising ground that surrounds it.</p>
Tamar Estuary – St John’s Lake (Millbrook) (Hancock’s Lake) to Palmer Point	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>
	<p>The CFMP policy for this section is “<i>P3 – Continue existing or alternative actions.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary where existing defences are occur. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this Policy.</p> <p>It is assumed that no defences would be built in areas where there are currently undefended, and so these areas would be allowed to evolve naturally. Under this policy, opportunities for managed realignment could also be explored.</p>	<p>The CFMP policy for this section is “<i>P3 – Continue existing or alternative actions.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary where existing defences are occur. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this Policy.</p> <p>It is assumed that no defences would be built in areas where there are currently undefended, and so these areas would be allowed to evolve naturally. Under this policy, opportunities for managed realignment could also be explored.</p>	<p>The CFMP policy for this section is “<i>P3 – Continue existing or alternative actions.</i>”</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary where existing defences are occur. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this Policy.</p> <p>It is assumed that no defences would be built in areas where there are currently undefended, and so these areas would be allowed to evolve naturally. Under this policy, opportunities for managed realignment could also be explored.</p>
	<p>This part of the estuary is largely natural, with extensive areas of intertidal mudflats constrained</p>	<p>The effect of rising sea levels on this area of the lower Tamar estuary would be likely to result in</p>	<p>The effect of rising sea levels on this area of the lower Tamar estuary would be likely to result in</p>

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>by steeply rising ground. The impact of maintaining short lengths of existing defences would be minimal as they would also constrain future evolution of the estuary in much the same way as the natural steeply rising ground.</p> <p>It is likely affected to some extent by the management activities associated with the Plymouth Dockyard.</p>	<p>the gradual loss of inter-tidal areas as they are restricted from adapting by the steeply rising ground that surrounds it. The impact of maintaining short lengths of existing defences would be minimal as they would also constrain future evolution of the estuary in much the same way as the natural steeply rising ground.</p>	<p>the gradual loss of inter-tidal areas as they are restricted from adapting by the steeply rising ground that surrounds it. The impact of maintaining short lengths of existing defences would be minimal as they would also constrain future evolution of the estuary in much the same way as the natural steeply rising ground.</p>
Tamar Estuary – Palmer Point to Mount Edgcumbe (Cremyll)	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>	<p>Policy Assessed = Hold the Line (adopted from Tamar CFMP)</p>
	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>	<p>The CFMP policy for this section is “<i>P5 – Take further action to reduce flood risk (now and in the future)</i>”.</p> <p>This has been interpreted for this SMP to mean ‘Hold the Line’ throughout the estuary. Continued monitoring and maintenance of existing defences within this section is therefore assumed to occur during this period under this policy.</p>
	<p>This part of the estuary is largely natural, with extensive areas of intertidal mudflats constrained by steeply rising ground.</p> <p>It is likely affected to some extent by the management activities associated with the Plymouth Dockyard.</p>	<p>The effect of rising sea levels on the this area of the lower Tamar estuary would be likely to result in the gradual loss of inter-tidal areas as they are restricted from adapting by the steeply rising ground that surrounds it.</p>	<p>The effect of rising sea levels on the this area of the lower Tamar estuary would be likely to result in the gradual loss of inter-tidal areas as they are restricted from adapting by the steeply rising ground that surrounds it.</p>
POLICY SCENARIO AREA: MOUNT EDGCUMBE TO RAME HEAD			

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Mount Edgcombe to Picklecombe Point	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section.	No defences.	No defences.
	The unprotected hard rock cliffs that form this section have eroded very little over the long term, and negligible erosion of these cliffs is predicted by 2025. As such total erosion of 0 to 10m is predicted by 2025 depending on the occurrence of small scale cliff failures.	The hard rock cliffs along this section would be expected to experience only negligible erosion between 2025 and 2055. As such total erosion of 0 to 10m is predicted by 2055 depending on the occurrence of small scale cliff failures. The small pocket beaches, such as Edgcombe Beach would narrow due to rising sea levels and the lack of sediment input. At Edgcombe there could be a risk of localised flooding.	The hard rock cliffs along this section would be expected to experience only negligible erosion between 2055 and 2105. As such total erosion of 0 to 10m is predicted by 2105 depending on the occurrence of small scale cliff failures. Some pocket beaches could disappear due to rising sea levels. There could be increased risk of localised flooding at Edgcombe.
Fort Picklecombe	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	A small section of defence is present along the cliff toe around Picklecombe Point, which protect Fort Picklecombe (which sits in front of the cliffs) along this section.	The defences around Picklecombe Point would fail during this period.	No defences.
	The presence of defences around Picklecombe Point is unlikely to significantly affect cliff recession in this area by 2025, as the hard rock cliffs along which they are located would be likely to experience only negligible erosion over this period in any case.	The loss of defences around Picklecombe Point during this period would be unlikely to have a significant effect on cliff recession during this period, as they protect hard rock cliffs that would also only experience negligible erosion when they become unprotected, much as for the adjacent unprotected cliffs. There would also be no impact on the adjacent shoreline, although the loss of defences would lead to an increased risk of very localised flooding to low-lying areas.	The hard rock cliffs along this section would be undefended throughout and so be expected to experience only negligible erosion between 2055 and 2105. As such total erosion of 0 to 10m is predicted by 2105 depending on the occurrence of small scale cliff failures.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Picklecombe Point to Kingsand	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section.	No defences.	No defences.
	The unprotected hard rock cliffs that form this section have eroded very little over the long term, and negligible erosion of these cliffs is predicted by 2025. As such total erosion of 0 to 10m is predicted by 2025 depending on the occurrence of small scale cliff failures.	The hard rock cliffs along this section would be expected to experience only negligible erosion between 2025 and 2055. As such total erosion of 0 to 10m is predicted by 2055 depending on the occurrence of small scale cliff failures. The small pocket beaches along this section would narrow due to rising sea levels and the lack of sediment input.	The hard rock cliffs along this section would be expected to experience only negligible erosion between 2055 and 2105. As such total erosion of 0 to 10m is predicted by 2105 depending on the occurrence of small scale cliff failures. Some pocket beaches could disappear due to rising sea levels.
Kingsand/ Cawsand	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line	Policy Assessed = Hold the Line
	Defences including seawalls are located at the back of the small pocket beaches located in front of Kingsand and Cawsand.	Upgrade of the defences along this section could be required during this period in order to maintain current levels of protection.	Upgrade of the defences along this section could be required during this period in order to maintain current levels of protection.
	The small pocket beaches at Cawsand and Kingsand have been stable over the long term, although they do fluctuate as a result of storm events. In the short term this trend is likely to continue although the beach width could start to reduce due to rising sea levels. Coastal squeeze as a result of sea level rise could become increasingly important during this period to 2025, due to the natural resistance of the cliffs. This could result in a greater risk of localised flooding at both Kingsand and Cawsand.	Sea level rise could result in the small pocket beaches of Cawsand and Kingsand becoming narrower and steeper during this period, due to the resistance of the backing cliffs; this means there is a lack of sediment being input to the beaches (which are not fed by any other mechanism) and also prevents translation of the beach profile landwards in line with the rise in sea level. This will have implications for the small villages and to prevent localised flooding and overtopping the existing defences would need to be upgraded.	In the long term, the issue of narrowing beaches will continue under a scenario of accelerated sea level rise. This may mean that during this period the beaches of Cawsand and Kingsand disappear altogether or that only a very narrow beach is present, even at lowest tides. This will have implications for the small villages and to prevent localised flooding and overtopping the existing defences would need to be upgraded.

Draft Policy Unit	Predicted Change for 'Policy Scenario A'		
	Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Cawsand to Rame Head	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention	Policy Assessed = No Active Intervention
	There are no defences present along this section.	No defences.	No defences.
	<p>The cliffs along this section consist of hard, resistant rock that has eroded very little over the long term. This is expected to continue to 2025, with negligible cliff recession predicted over this period. As such total erosion of 0 to 10m is predicted by 2025 depending on the occurrence of small scale cliff failures.</p> <p>The cliffs mainly plunge directly into the sea along this stretch.</p>	<p>Negligible erosion of the hard rock cliffs that dominate this section is predicted between 2025 and 2055. As such total erosion of 0 to 10m is predicted by 2055 depending on the occurrence of small scale cliff failures.</p>	<p>Negligible erosion of the hard rock cliffs that dominate this section is predicted between 2055 and 2105. As such total erosion of 0 to 10m is predicted by 2105 depending on the occurrence of small scale cliff failures.</p>

‘POLICY SCENARIO B’ ASSESSMENT SUMMARY

This section provides a summary of the impacts of alternative policy options and scenarios for Policy Scenario B. This scenario is based upon an assumption that a primary driver for future coastal management is a return to a more naturally functioning coast in as many areas as feasibly possible.

The impacts discussed are based upon changes from the impacts assessed for Policy Scenario A.

(a) Durlston Head to White Nothe

Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
St Alban’s Head to Kimmeridge Bay	NAI	NAI	NAI	NAI	NAI	NAI
Kimmeridge Bay (defended length)	NAI	NAI	NAI	MR	MR	MR
Kimmeridge Bay (undefended) to Worbarrow Tout	NAI	NAI	NAI	NAI	NAI	NAI
Worbarrow Tout to Lulworth Cove (East)	NAI	NAI	NAI	NAI	NAI	NAI
Lulworth Cove (undefended)	NAI	NAI	NAI	NAI	NAI	NAI
Lulworth Cove (defended length)	NAI	NAI	NAI	MR	MR	MR
Lulworth Cove (West) to White Nothe	NAI	NAI	NAI	NAI	NAI	NAI

Along this largely undefended section are two small lengths of private defence at Kimmeridge Bay and Lulworth Cove. Under Policy Scenario B, ‘Managed Realignment’ is proposed, which assumes that the short sections of sea wall within Kimmeridge Bay and Lulworth Cove would be maintained (by private funds) during this period, with ongoing monitoring to inform decisions about if or when realignment of the defence is required. The defences may become unsustainable in their existing positions in the longer term due to higher water levels as sea levels rise, and higher wave heights reaching the defences as the fronting ledges become submerged at Kimmeridge. There is a risk of defences become outflanked at Lulworth Cove due to continued slow erosion of the adjacent undefended cliffs.

The retention of defences in a realigned position in these two areas is unlikely to have a significant impact upon coastal processes at the larger scale, but unlike Policy Scenario A, would ensure that the risk of flooding and overtopping would continue to be minimised, particularly at Lulworth Cove.

(b) White Nothe to Redcliff Point

Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
White Nothe to Ringstead Bay (defended length east)	NAI	NAI	NAI	NAI	NAI	NAI
Ringstead Bay (defended length)	HTL	NAI	NAI	NAI	NAI	NAI
Ringstead Bay (defended length west) to Redcliff Point	NAI	NAI	NAI	NAI	NAI	NAI

Policy Scenario B appraises the impact of undertaking ‘No Active Intervention’ within Ringstead Bay earlier than in Policy Scenario A, i.e. within the next 20 years. This stretch is currently defended by a rock groyne and revetment which reduces the frequency of cliff failure events by preventing erosion of the cliff toe by marine action. Under this scenario, the defences would be allowed to reach the end of their defence life, with no further works carried out beyond this. This would involve no further maintenance of the defences from year 0 and so the end of the defence life may be reached sooner than in Policy Scenario A. Measures would therefore need to be put in place to manage this process and allow the relocation of assets, as appropriate, during the short term. Once defences fail, the cliffs would be allowed to erode naturally, under this policy. The key difference between this and Policy A is that erosion of the cliffs may be greater under Policy B as the existing defences will not be maintained in the short term. Erosion of the adjacent cliffs is predicted to be in the region

of 10m by year 20 and a similar magnitude may be expected along this stretch, should defences fail during this period. There would also be an increased risk of larger scale failure due to a landslide event, which could result in up to 10 to 50m of erosion in a single event. By year 50, up to 25 to 50m erosion could occur, with a further 50 to 75m possible by year 100.

The impact of the change in policy would be mainly felt locally and would be restricted to Ringstead Bay, due to the interruption of littoral drift by Redcliff Point.

(c) Redcliff Point to Portland Bill

Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
Redcliff Point to Bowleaze Cove (Gabions)	NAI	NAI	NAI	NAI	NAI	NAI
Bowleaze Cove (Gabions) to Furzy Cliff	HTL	HTL	HTL	HTL	MR	MR
Furzy Cliff	NAI	NAI	NAI	NAI	NAI	NAI
Furzy Cliff to Preston Beach (Rock Groyne)	HTL	HTL	HTL	HTL	MR	HTL
Preston Beach (Rock Groyne) to Weymouth (Stone Pier) (includes Weymouth Harbour)	HTL	HTL	HTL	HTL	HTL	HTL
Weymouth (Stone Pier) to Portland Harbour (North Breakwater)	HTL	HTL	HTL	HTL	HTL	HTL
Portland Harbour (North Breakwater) to Small Mouth	MR	MR	MR	NAI	NAI	NAI
Small Mouth to Osprey Quay (Portland Harbour)	HTL	HTL	HTL	HTL	HTL	HTL
Osprey Quay (Portland Harbour) to Grove Point	HTL	HTL	HTL	HTL	HTL	HTL
Grove Point to Portland Bill	NAI	NAI	NAI	NAI	NAI	NAI

Policy B appraises the impact of allowing 'Managed Realignment' of the beach at Bowleaze Cove, rather than continuing to maintain the existing defences. The defences currently at Bowleaze Cove may become more difficult to sustain, due to the risk of outflanking as adjoining cliffs continue to retreat and undermining resulting from beach narrowing. Similarly at Preston Beach the provision of set-back defences has been appraised, as this may provide a more sustainable solution in the long term. Finally 'No Active Intervention' along the north-west shore of Portland Harbour has been considered, rather than managed realignment. As for Policy A, it has been assumed that the Portland Harbour Breakwaters would remain and be maintained.

The effects of these changes in policy will tend to be confined to this stretch of shoreline. At Bowleaze Cove the benefits of this policy would be the creation of a more sustainable defence line and the possibility of retaining a healthier beach. It would, however, involve retreat of the existing shoreline, with 'Managed Realignment' in the long term being considered such that if it is required, further shoreline retreat can be undertaken.

At Preston Beach, the provision of flood defence through beach management activities will become increasingly unsustainable as sea levels rise, therefore 'Managed Realignment' in the medium term is proposed. This would involve the construction of new defences in a set back location, but require measures to be in place to manage the relocation of assets, as appropriate. The aim of the policy is to provide a more sustainable defence line, at a location more in line with Furzy Cliff to the north. This scenario would require greater defence of the section to the south of Preston Beach (the Greenhill end of Weymouth) as a result, due to this section being subject to a policy of 'Hold the Line'. In the longer term an embayment could develop between the Greenhill end of Weymouth and Furzy Cliff, which could be more stable than the present beach alignment. There would, however, be greater erosion of the shoreline than under Policy A although this would be unlikely to release sufficient sediments into the system to make a significant difference to the beach budget.

Along the north-west shore of Portland Harbour there are short sections of low-level rock revetment and other structures along the cliff toe, although these serve to only slightly reduce the rate of cliff recession by reducing the rate of toe erosion as cliff recession is primarily controlled by groundwater levels. Under Scenario A it was assumed that measures would need to be put in place to slow the natural erosion of the cliffs to allow the relocation of assets. Under this scenario it has been assumed measures to slow the cliff recession would not be put in place and so any relocation of assets would need to occur sooner. The rate of cliff erosion is not expected to increase from that observed at present, particularly along the sandstone cliffs, which are geologically controlled. Along the clay-rich cliffs, similar rates are expected, with up to 15 to 25m by year 50 and 30 to 50m by year 100, as the Portland Harbour breakwaters will continue to afford protection to this frontage. A change in policy along this stretch is, however, only expected to have a local impact.

(d) Portland Bill to Thorncombe Beacon

Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
Portland Bill to West Weare	NAI	NAI	NAI	NAI	NAI	NAI
Chiswell to Chesil Beach (Northern end of Osprey Quay)	HTL	HTL	HTL	HTL	HTL	HTL
Chesil Beach (Northern end of Osprey Quay) and The Fleet	NAI	NAI	NAI	NAI	NAI	NAI
Abbotsbury to Cogden Beach	NAI	NAI	NAI	NAI	NAI	NAI
Cogden Beach to Hive Beach (Burton Bradstock)	NAI	NAI	NAI	NAI	NAI	NAI
Hive Beach (Burton Bradstock)	HTL	HTL	NAI	NAI	NAI	NAI
Burton Cliff	NAI	NAI	NAI	NAI	NAI	NAI
Freshwater Beach	HTL	MR	HTL	MR	NAI	NAI
East Cliff (West Bay)	NAI	NAI	NAI	NAI	NAI	NAI
West Bay (East Beach to eastern pier)	HTL	HTL	HTL	HTL	HTL	MR
West Bay (West Beach from eastern pier) to West Cliff (East) (includes West Bay Harbour)	HTL	HTL	HTL	HTL	HTL	HTL
West Cliff (East) to Thorncombe Beacon	NAI	NAI	NAI	NAI	NAI	NAI

Changes from Policy Scenario A under this Policy Scenario B involve ‘Managed Realignment’ being undertaken at Freshwater Beach in the short term followed by ‘No Active Intervention’ thereafter, whilst at Hive Beach ‘No Active Intervention’ is considered from the short term onwards. At East Beach (West Bay), ‘Managed Realignment’ is considered in the long term as it may become unsustainable to retain the beach for flood defence purposes in the current position on this time-scale.

At Hive Beach, defences currently consist of a small section of defence associated with the car park at Burton Bradstock and a small length of gabions along the cliff at the western end of the frontage. ‘No active Intervention’ at Hive Beach would involve allowing the failure of these defences, which in the longer term would allow the beach here to roll-back and adapt naturally as sea levels rise. This would be expected to lead to the development of a small embayment in this area which will also retain more beach material that could, in turn, provide a more robust natural defence against any flood risk. The risk of flooding would also be limited by the rising topography inland. However, this would mean a greater rate of retreat along this shoreline, with up to 20 and 60m of erosion predicted by years 50 and 100 respectively. There is a risk that a significant storm event could result in more extensive roll back of the beach at any time in the future. Under this policy, it is assumed that no beach management activity would take place to manage the impact of such an event.

At Freshwater Beach, ‘Managed Realignment’ in the short term would involve continued beach management activities, as necessary, to manage the risk of upstream flooding resulting from blocking of the river outlet. There could also be construction of a secondary defence line to manage the risk of flooding to the village of Burton Bradstock. As part of this policy, the need to realign the western end of the beach, where the caravan park has been built out artificially would be investigated. In the medium and long term, under a policy of ‘No

Active Intervention’ the beach management activities would cease. However, this could result in the beach blocking the mouth of the River Bride on a more frequent basis. The risk and implications of blocking the river mouth would require further investigation. As at Hive Beach, this policy would allow the beach to roll-back and adapt naturally as sea levels rise. This would be expected to lead to the development of a small embayment in this area which will also retain more beach material that would, in turn, provide a more robust natural defence in front of the secondary defence line. This additional storage of sediment at Freshwater Beach could also be beneficial to East Beach at West Bay in the medium term, as sediment is recycled from Freshwater to East Beach as part of current beach management activities. Any additional beach storage at Freshwater may provide longevity to this activity.

At West Bay, to the east of the pier, it could become increasingly unsustainable to continue to provide the required standard of defence at East Beach by beach management alone, in the long term, especially as the cliff to the east erodes. Therefore a long-term policy of ‘Managed Realignment’ has been considered. This would be implemented by constructing a secondary flood defence landward of the existing beach line and allowing the beach to roll back to this new defence line as sea levels rise. It is assumed, however, that the eastern harbour arm would remain. This policy would enable greater retention of beach material along the frontage than under Policy Scenario A, thereby providing a more robust natural defence with reduced need to provide beach recharge to hold the existing line in the long term. It would also be expected to form a small embayment between the West Bay Harbour arm and the cliffs to the east.

(e) Thorncombe Beacon to Beer Head

Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
Thorncombe Beacon to Seatown (East)	NAI	NAI	NAI	NAI	NAI	NAI
Seatown	HTL	NAI	NAI	NAI	NAI	NAI
Seatown (West) to Golden Cap	NAI	NAI	NAI	NAI	NAI	NAI
Golden Cap to Charmouth (East)	NAI	NAI	NAI	NAI	NAI	NAI
Charmouth	HTL	HTL	MR	HTL	MR	MR
Charmouth (West) to East Cliff (Lyme Regis)	NAI	NAI	NAI	NAI	NAI	NAI
East Cliff (Lyme Regis) to Broad Ledge (Lyme Regis)	HTL	HTL	MR	HTL	MR	NAI
Broad Ledge (Lyme Regis) to The Cobb (Lyme Regis)	HTL	HTL	HTL	HTL	HTL	HTL
The Cobb (Lyme Regis) to Seven Rock Point (defended length)	HTL	HTL	MR	HTL	MR	HTL
The Cobb (Lyme Regis) to Seven Rock Point (undefended)	NAI	NAI	NAI	NAI	NAI	NAI
Seven Rock Point to Haven Cliff (West)	NAI	NAI	NAI	NAI	NAI	NAI
Axe Estuary (Mouth Breakwater to Axmouth North)	HTL	HTL	HTL	HTL	HTL	HTL
Axe Estuary (Axmouth North to Seaton North)	MR	MR	MR	MR	MR	MR
Axe Estuary (Seaton East)	HTL	HTL	HTL	HTL	HTL	HTL
Axe Estuary (Spit)	NAI	NAI	NAI	NAI	NAI	NAI
Axe Estuary (Spit) to Seaton (West)	HTL	HTL	HTL	HTL	HTL	HTL
Seaton (West) to Seaton Hole	MR	MR	MR	MR	NAI	NAI
Seaton Hole to Beer	NAI	NAI	NAI	NAI	NAI	NAI
Beer	NAI	NAI	NAI	NAI	NAI	NAI
Beer to Beer Head	NAI	NAI	NAI	NAI	NAI	NAI

Under Policy Scenario B, the ‘Managed Realignment’ at Charmouth, East Cliff (Lyme Regis) and west of Lyme Regis, would occur earlier than under Policy Scenario A, with differing policies occurring at each of these three

sections thereafter. At Seatown the policy of 'No Active Intervention' would be implemented in the short term rather than the medium term considered in Policy Scenario A.

As part of this policy, the impact of a 'No Active Intervention' policy has been appraised for the Seaton to Seaton Hole frontage for the medium to long term.

At Seatown a rock revetment at the cliff toe extends along the western part of this frontage. The defence currently reduces cliff erosion through protecting the cliff toe from wave action. Under a 'No Active Intervention' policy it is assumed that no further maintenance would occur, such that this defence would start to fail during the short term period. Timing of failure would depend upon the frequency of storm events and also the risk of landslides due to groundwater conditions. During the short term the potential for erosion will increase although defences would continue to afford some protection as they deteriorate. Greater erosion could occur in the medium term, although the net change by year 100 is likely to be similar to that which would be experienced under Policy Scenario A. Therefore in the long term there is unlikely to be a significant change in terms of the natural coastal processes.

At Charmouth, at present defences are in the form of a seawall, rock revetment and rock groynes. Scenario B has appraised the impact of considering moving away from continuing to maintain and improve these defences in the medium to long term. It may become more difficult to maintain these defences in the current alignment, due to the trend of beach narrowing along this frontage. Under this policy, it is assumed that the existing defences would not be maintained beyond the short term, although measures may be necessary to manage the risk of flooding, e.g. unblocking of the river outlet or provision of defences further upstream to protect against flooding inland. This policy would allow the beach to roll-back and adapt naturally into the river channel as sea levels rise. A beach would be maintained within the embayment that would form.

For at least the medium term the defences at Charmouth would continue to provide protection and would reduce cliff erosion. As the defences fail the rates of cliff erosion would increase and these cliffs would also be sensitive to any increase in both sea level and rainfall and without defences there would be an increased risk of a large scale failure occurring. Under this scenario, short term stabilisation measures could be required to reduce the rate of cliff recession to allow relocation of assets away from risk areas. Although this change in policy would have a local impact, it is unlikely to affect the coastal evolution of the adjacent frontages.

At Lyme Regis, alternative options for the coastline either side of the main resort have been considered, with a change from 'Hold the Line' to 'Managed Realignment' in the medium term. This is in recognition that defences between East Cliff and Broad Ledge and The Cobb and Seven Point Rock will become increasingly difficult to sustain in the long term due to the risk of outflanking by the adjacent, undefended cliffs which will continue to erode; and due to beach narrowing as these stretches are held seaward of their natural position.

At present between East Cliff and Broad Ledge cliff erosion is all but prevented by a seawall, revetment and groynes. It is assumed, for this scenario that these defences would not be maintained beyond the short term, with a long term policy of 'No Active Intervention'. The defences would continue to affect cliff erosion during the medium term and measures could be introduced to temporarily manage the rate of cliff retreat. There would therefore be an increased rate of cliff erosion in the medium term than for Scenario A, but this could allow more substantial beaches to develop at the toe of the cliffs, which in turn would afford some defence function.

Between The Cobb and Seven Point Rock, defences currently extend from the Cobb westwards. Under both scenarios A and B, the Cobb breakwater is assumed to remain and continue to influence beaches along this stretch. However, it may become increasingly difficult to maintain defences in their current location, therefore this scenario has looked at undertaking 'Managed Realignment' in the medium term, rather than the long term, as appraised in scenario A. Managed Realignment would involve construction of new defences in a retreated position. This is unlikely to have a significant impact on natural coastal processes in the long term, but may create a more sustainable defence at this location, through allowing more material to be retained, and thereby provide a more robust natural form of defence for the rest of Lyme Regis. In the long term beach management activity would be undertaken to ensure the beach along this section is retained to a sufficient level such that this protection to the rest of Lyme Regis is maintained.

Between Seaton and Seaton Hole, this scenario has appraised the impact of 'No Active Intervention' rather than managed realignment in the medium and long term as appraised in Scenario A. Currently cliff retreat is reduced through use of a rock revetment that extends along the cliff toe, but under this scenario, this defence would be allowed to fail during the medium term. The cliff would revert to a more natural rate of retreat. This would provide sediment inputs to the shoreline which would then be transported eastwards towards the Axe

Estuary, though the beach between Seaton and Seaton Hole would still experience narrowing and steepening as sea levels rise.

(f) Beer Head to Otterton Ledge

Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
Beer Head to Salcombe Hill	NAI	NAI	NAI	NAI	NAI	NAI
River Sid	HTL	HTL	HTL	HTL	MR	MR
Sidmouth	HTL	HTL	HTL	HTL	HTL	HTL
Chit Rocks to Big Picket Rock	NAI	NAI	NAI	NAI	NAI	NAI
Big Picket Rock to Otterton Ledge	NAI	NAI	NAI	NAI	NAI	NAI

Policy Scenario B has appraised ‘Managed Realignment’ of the River Sid section, which covers the mouth of the river between Salcombe Hill to the east and the coastal frontage of Sidmouth to the west. In the medium to long term as it may become increasingly technically difficult to maintain this section in its current position, due to the continued erosion of the cliffs to the east. As for Scenario A it is assumed that defences along the river channel upstream of the mouth would be maintained and upgraded to protect the town of Sidmouth from flooding (although this is outside of the SMP study area). However, under this scenario, it is only envisaged that beach management activity would be undertaken along this section to retain a healthier beach in this area such that flood risk to west Sidmouth is reduced, and also that the rate of cliff recession is reduced locally (by having a large beach at the cliff toe). This scenario would not involve control structures along the shoreline or cliff stabilisation measures, as considered in Scenario A. The policy would, however, also require measures to be developed to relocate assets away from areas of risk, particularly cliff top assets, due to cliff recession rates locally only being reduced and not halted.

(g) Otterton Ledge to Straight Point

No change from policy scenario A.

(h) Straight Point to Holcombe

No change from policy scenario A.

(i) Holcombe to Hope’s Nose

Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
Holcombe to Sprey Point	HTL	HTL	HTL	HTL	HTL	HTL
Sprey Point	HTL	HTL	HTL	MR	HTL	HTL
Sprey Point to Teignmouth Pier	HTL	HTL	HTL	HTL	HTL	HTL
Teignmouth Pier to The Point	HTL	HTL	HTL	HTL	HTL	HTL
Teign Estuary - The Point to Teignmouth and Shaldon Bridge	HTL	HTL	HTL	HTL	HTL	HTL
Teign Estuary - North Shore (Teignmouth and Shaldon Bridge to Passage House Hotel)	HTL	HTL	HTL	HTL	HTL	HTL
Teign Estuary - Passage House Hotel to Kingsteignton Road Bridge	HTL	HTL	HTL	HTL	MR	MR
Teign Estuary - Kingsteignton and Newton Abbot	HTL	HTL	HTL	HTL	HTL	HTL
Teign Estuary - South Shore (Newton Abbot to Shaldon)	HTL	HTL	HTL	NAI	NAI	NAI
Teign Estuary - Shaldon	HTL	HTL	HTL	HTL	HTL	HTL
Shaldon (The Ness) to	NAI	NAI	NAI	NAI	NAI	NAI

Durleston Head to Rame Head SMP2
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Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
Maidencombe (North)						
Maidencombe	NAI	NAI	NAI	NAI	NAI	NAI
Maidencombe (South) to Watcombe Head	NAI	NAI	NAI	NAI	NAI	NAI
Watcombe	NAI	NAI	NAI	NAI	NAI	NAI
Watcombe to Petit Tor Point	NAI	NAI	NAI	NAI	NAI	NAI
Petit Tor Point to Walls Hill	HTL	HTL	HTL	HTL	HTL	HTL
Walls Hill	NAI	NAI	NAI	NAI	NAI	NAI
Anstey's Cove	NAI	NAI	NAI	NAI	NAI	NAI
Anstey's Cove to Hope's Nose	NAI	NAI	NAI	NAI	NAI	NAI

Under this scenario, the impact at Sprey Point of constructing a new defence line landwards of the existing defence line (and in line with the adjacent sections of seawall) in the short term and defending this new defence line into the future has been appraised. This would allow longshore transport of any available sediment to occur unhindered. It is anticipated that there will still be narrowing and steepening of the beach in the long term, as sea levels rise and the beach is unable to adapt due to the backing defence. It could also have a small impact on beaches immediately adjacent to the structure (which appears to afford a slight protection), but this is not likely to be significant. Therefore, at the larger scale, this policy could improve sediment linkages. However, beaches are already narrow due to defences between Holcombe and Teignmouth and drift is already sediment-limited.

Within the Teign Estuary, 'Managed Realignment' is considered in the medium to long term between the Kingsteignton Road Bridge and the Passage House Hotel, whilst 'No Active Intervention' is considered between Newton Abbot and Shaldon along the southern shore of the estuary. 'Managed Realignment' within the Teign Estuary could increase the flood storage capacity of the estuary and also provide space for the estuary to adapt to rising sea levels in the future. 'No Active Intervention' along the southern shore of the estuary would see the loss of a few small lengths of private defence, though would not have a significant impact upon the evolution of the estuary as this area is backed by steeply sloping valley sides.

(j) Hope's Nose to Berry Head (Tor Bay)

Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
Hope's Nose to Meadfoot Beach (East)	NAI	NAI	NAI	NAI	NAI	NAI
Meadfoot Beach	HTL	HTL	HTL	HTL	HTL	HTL
Meadfoot Beach (West) to Beacon Cove	NAI	NAI	NAI	NAI	NAI	NAI
Beacon Cove to Torre Abbey Sands (Torquay Harbour)	HTL	HTL	HTL	HTL	HTL	HTL
Torre Abbey Sands	HTL	HTL	HTL	HTL	HTL	MR
Corbyn's Head	NAI	NAI	NAI	NAI	NAI	NAI
Livermead Sands	HTL	HTL	HTL	HTL	HTL	HTL
Livermead Head	NAI	NAI	NAI	NAI	NAI	NAI
Hollicombe Beach	HTL	HTL	HTL	HTL	HTL	MR
Hollicombe Head	NAI	NAI	NAI	NAI	NAI	NAI
Hollicombe Head to Roundham Head	HTL	HTL	HTL	HTL	HTL	MR
Goodrington Sands	HTL	HTL	HTL	HTL	MR	MR
Goodrington Sands to Broadsands	NAI	NAI	NAI	NAI	NAI	NAI
Broadsands	HTL	HTL	HTL	HTL	MR	MR

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Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
Broadsands to Churston Cove (East)	NAI	NAI	NAI	NAI	NAI	NAI
Churston Cove (East) to Shoalstone Point	HTL	HTL	HTL	HTL	HTL	HTL
Shoalstone Point to Berry Head	NAI	NAI	NAI	NAI	NAI	NAI

Policy Scenario B considers a change from ‘Hold the Line’ under Policy Scenario A to ‘Managed Realignment’ for a number of areas within this section. At Torre Abbey Sands, Hollicombe Beach and Hollicombe Head to Roundham Head, ‘Managed Realignment’ is considered in the long term. At Goodrington Sands and Broadsands ‘Managed Realignment’ is considered in the medium term.

At Torre Abbey Sands, the defences currently minimise the risk of flooding to a small area of low-lying land behind. Here it could be possible to construct new defences along a new, more inland alignment. This could create a more sustainable defence, following a more natural alignment and therefore potentially could retain a wider beach. It is unlikely that any changes along this frontage would impact adjacent stretches of coast, as Livermead Head and Hope’s Nose prevent sediment transport out of this frontage.

At Hollicombe Beach, Goodrington Sands and Broadsands, ‘Managed Realignment’ would allow the roll-back of the beaches in response to sea level rise, either to a new secondary defence line that maintains flood protection, or to higher ground. This would result in more beach material being retained which would otherwise experience coastal squeeze where it is constrained by defences.

Between Hollicombe Head and Roundham Head, ‘Managed Realignment’ may be possible along the immediate coastal frontage such that the beach is allowed to adapt landwards as sea level rise and so a larger beach is retained in this area, although this would ultimately be subject to coastal squeeze due to the limited landward extent to which this policy could be implemented.

(k) Berry Head to Blackstone Point

No change from policy scenario A.

(l) Blackstone Point to Start Point

Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
Blackstone Point to Stoke Fleming	NAI	NAI	NAI	NAI	NAI	NAI
Stoke Fleming to Blackpool Sands	NAI	NAI	NAI	NAI	NAI	NAI
Blackpool Sands	HTL	MR	HTL	MR	NAI	NAI
Blackpool Sands to Strete	NAI	NAI	NAI	NAI	NAI	NAI
Strete to Torcross North (Slapton Sands)	HTL	HTL	MR	NAI	NAI	NAI
Torcross North to Limpet Rocks	HTL	HTL	MR	MR	NAI	NAI
Limpet Rocks to Tinsey Head	HTL	MR	MR	NAI	NAI	NAI
Tinsey Head to Start Point	NAI	NAI	NAI	NAI	NAI	NAI

At Blackpool Sands, short lengths of private defences are currently located along parts of this small bay and protect a small area of low-lying land. The primary purpose of these defences is to provide access and amenity although they do also afford protection to the A379 road that runs behind the back of the beach. It is possible that these defences could be relocated landwards in the short term, to continue to minimise the risk of flooding and erosion to the A379 road that runs behind this section, but to allow the beach to roll-back over the backing car park area, as sea levels rise, thereby retaining a beach at this location. As Blackpool Sands is a pocket beach with little, if any, connection to adjacent sections of coast, this would have no significant impacts upon the rest of the coast.

Along Slapton Sands and Torcross there is a range of defences, including revetments and seawalls. Policy A appraised the realignment of defences in the long term, whereas under this scenario, 'Managed Realignment' is considered earlier at Torcross, whilst 'No Active Intervention' is considered along the majority of the Slapton Sands barrier beach. The barrier beach would then be allowed to roll-back and adapt naturally as sea levels rise. This will likely involve breaching during storm events and eventually result in the development of an embayment between the headlands to the north and south. Without input of new sediment, the southern end of the barrier would become thinner susceptible to breaching in the future. Under this policy, these breaches would not be repaired, unlike in Policy Scenario A. As such there would be a wider impact on the hydrodynamics and sediment transport processes along this section, although the lack of connectivity with other adjacent parts of the coast means such impacts are likely to be confined to Slapton Sands.

At Beesands (Limpet Rocks to Tinsey Head) defences are in the form of a seawall and rock revetment. Unlike Policy Scenario A, this policy assumes no further investment in the current defences, under a scenario of 'No Active Intervention': this would result in the defences along this section gradually failing and their impact being reduced in the medium to long term, allowing the natural roll-back of the beach into Widdicombe Ley as sea levels rise. This may involve breaching of the beach and under this policy there would be no intervention to repair breaches.

(m) Start Point to Bolt Head

Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
Start Point to Prawle Point	NAI	NAI	NAI	NAI	NAI	NAI
Prawle Point to Limebury Point	NAI	NAI	NAI	NAI	NAI	NAI
Salcombe Harbour (Limebury Point to Kingsbridge Estuary - Scoble Point)	HTL	HTL	HTL	HTL	NAI	NAI
Kingsbridge Estuary East (Scoble Point to Kingsbridge)	HTL	HTL	HTL	NAI	NAI	NAI
Kingsbridge Estuary - Kingsbridge	HTL	HTL	HTL	HTL	HTL	HTL
Kingsbridge Estuary West (Kingsbridge to Snapes Point)	HTL	HTL	HTL	NAI	NAI	NAI
Salcombe (Snapes Point to Splat Cove Point)	HTL	HTL	HTL	HTL	MR	MR
Splat Cove Point to Bolt Head	NAI	NAI	NAI	NAI	NAI	NAI

Under Policy Scenario B it is assumed that the 'Hold the Line' considered in Scenario A is unsustainable and so in these areas alternative policies are considered. Within the Kingsbridge Estuary, between Scoble Point and Limebury Point a change to 'No Active Intervention' in the medium to long term is considered. While between Scoble Point and Kingsbridge, and Kingsbridge to Snapes Point, 'No Active Intervention' is considered for all three SMP epochs. This would see the loss of some small areas of defence that currently protect assets and infrastructure but would allow the estuary to adapt naturally to future sea level rise and climate change impacts. However, the steeply sloping sides of the estuary would still constrain this in some parts.

At Salcombe, between Snapes Point and Splat Cove Point, a change to 'Managed Realignment' in the medium to long term is considered in order to allow roll-back of the beaches in the areas backed by low-lying land in response to sea level rise. This would help more beach material to be retained locally as a result.

(n) Bolt Head to Wembury Point

Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
Bolt Head to Bolt Tail	NAI	NAI	NAI	NAI	NAI	NAI
Bolt Tail to Thurlestone Rock	NAI	NAI	NAI	NAI	NAI	NAI

Durleston Head to Rame Head SMP2
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Possible Policy Unit	Scenario A			Scenario B		
	0-20	20-50	50-100	0-20	20-50	50-100
Thurlestone Rock to Warren Point	HTL	MR	NAI	MR	NAI	NAI
Warren Point to Avon Estuary (East)	NAI	NAI	NAI	NAI	NAI	NAI
Avon Estuary (East Bank – Mouth to Stadbury Farm)	NAI	NAI	NAI	NAI	NAI	NAI
Avon Estuary (Upstream section – Stadbury Farm to Stakes Hill)	MR	MR	MR	MR	MR	MR
Avon Estuary (West Bank – Stakes Hill to Warren Point (Bigbury-on-Sea))	NAI	NAI	NAI	NAI	NAI	NAI
Warren Point (Bigbury-on-Sea) to Challaborough (West)	HTL	HTL	MR	HTL	HTL	MR
Challaborough (West) to Erme Estuary (East)	NAI	NAI	NAI	NAI	NAI	NAI
Erme Estuary (East Bank – Mouth to Orcheton Wood)	NAI	NAI	NAI	NAI	NAI	NAI
Erme Estuary (Upstream section – Orcheton Wood to Pamflete Wood)	NAI	NAI	NAI	NAI	NAI	NAI
Erme Estuary (West Bank – Pamflete Wood to Mouth)	NAI	NAI	NAI	NAI	NAI	NAI
Erme Estuary (West) to Yealm Estuary (East)	NAI	NAI	NAI	NAI	NAI	NAI
Yealm Estuary (East Bank – Mouth to Passage House)	NAI	NAI	NAI	NAI	NAI	NAI
Yealm Estuary (East Bank – Passage House to Newton Ferrers North)	HTL	HTL	HTL	HTL	HTL	HTL
Yealm Estuary (East Bank – Newton Ferrers North to Fish House Plantation)	NAI	NAI	NAI	NAI	NAI	NAI
Yealm Estuary (West Bank – Fish House Plantation to Season Point)	NAI	NAI	NAI	NAI	NAI	NAI
Season Point to Wembury Point	NAI	NAI	NAI	NAI	NAI	NAI

Between Thurlestone Rock and Warren Point there is a short length of defence which currently reduces the risk of flooding to the low-lying hinterland. Under this scenario, it is proposed that this defence would be moved inland to continue to protect against flooding in the short term, and that 'No Active Intervention' would occur along the beach. This would allow the natural roll-back of the beach in response to rising sea levels and result in more beach material being retained in this area in the long term.

(o) Wembury Point to Devil's Point

No change from policy scenario A.

(p) Tamar Estuary

No change from policy scenario A.

(q) Mount Edgcumbe to Rame Head

No change from policy scenario A.

‘POLICY SCENARIO C’ ASSESSMENT SUMMARY

This section provides a summary of the impacts of alternative policy options and scenarios for Policy Scenario C, which is based upon an assumption that a primary driver for future coastal management is to continue to provide defence against flooding and erosion to property and infrastructure in as many areas as feasibly possible.

The impacts discussed are based upon changes from the impacts assessed for Policy Scenario A.

(a) Durlston Head to White Nothe

Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
St Alban’s Head to Kimmeridge Bay	NAI	NAI	NAI	NAI	NAI	NAI
Kimmeridge Bay (defended length)	NAI	NAI	NAI	HTL	HTL	HTL
Kimmeridge Bay (undefended) to Worbarrow Tout	NAI	NAI	NAI	NAI	NAI	NAI
Worbarrow Tout to Lulworth Cove (East)	NAI	NAI	NAI	NAI	NAI	NAI
Lulworth Cove (undefended)	NAI	NAI	NAI	NAI	NAI	NAI
Lulworth Cove (defended length)	NAI	NAI	NAI	HTL	HTL	HTL
Lulworth Cove (West) to White Nothe	NAI	NAI	NAI	NAI	NAI	NAI

Along this largely undefended section are two small lengths of private defence at Kimmeridge Bay and Lulworth Cove. Under Policy Scenario C, it is proposed to allow retention of the defences in their existing alignment (‘Hold the Line’), should private funds be available for this purpose. Larger defences will probably be required to ensure that current levels of defence are maintained as sea levels rise; there would therefore be increasing costs in the longer term.

The retention of defences in their existing positions in both Kimmeridge Bay and Lulworth Cove is unlikely to have a significant impact upon coastal processes but, unlike Policy Scenario A, would allow continued flood protection to assets, particularly at Lulworth Cove.

(b) White Nothe to Redcliff Point

Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
White Nothe to Ringstead Bay (defended length east)	NAI	NAI	NAI	NAI	NAI	NAI
Ringstead Bay (defended length)	HTL	NAI	NAI	HTL	HTL	HTL
Ringstead Bay (defended length west) to Redcliff Point	NAI	NAI	NAI	NAI	NAI	NAI

Policy Scenario C appraises the impact of ‘Hold the Line’ for all three SMP epochs at Ringstead Bay, rather than ‘No Active Intervention’ considered in Policy Scenario A for the medium to long term. Currently there is a short length of rock revetment and rock groyne present; under this scenario is assumed that these defences would be maintained and upgraded along their existing alignment. It would also require extension of the defences to reduce the risk of outflanking due to continual erosion of the undefended cliffs to both the east and west. This policy would minimise the risk of cliff erosion along the defended frontage.

In the medium to long term, the defended area of Ringstead Bay would start to become more of a promontory as erosion of the adjacent undefended cliffs would continue and therefore more robust defences would be required, at increased cost and increased technical difficulty. The more prominent position within the bay of the defended area could also affect the longshore exchange of sediment, which could have a detrimental impact on adjacent beaches. The retention of defences would also prevent adaptation of the beach

to sea levels rise, with the consequent effect of the beaches narrowing and lowering in front of the defences, unless beach recharge was undertaken.

(c) Redcliff Point to Portland Bill

Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
Redcliff Point to Bowleaze Cove (Gabions)	NAI	NAI	NAI	NAI	NAI	NAI
Bowleaze Cove (Gabions) to Furzy Cliff	HTL	HTL	HTL	HTL	HTL	HTL
Furzy Cliff	NAI	NAI	NAI	HTL	HTL	HTL
Furzy Cliff to Preston Beach (Rock Groyne)	HTL	HTL	HTL	HTL	HTL	HTL
Preston Beach (Rock Groyne) to Weymouth (Stone Pier) (includes Weymouth Harbour)	HTL	HTL	HTL	HTL	HTL	HTL
Weymouth (Stone Pier) to Portland Harbour (North Breakwater)	HTL	HTL	HTL	HTL	HTL	HTL
Portland Harbour (North Breakwater) to Small Mouth	MR	MR	MR	HTL	HTL	HTL
Small Mouth to Osprey Quay (Portland Harbour)	HTL	HTL	HTL	HTL	HTL	HTL
Osprey Quay (Portland Harbour) to Grove Point	HTL	HTL	HTL	HTL	HTL	HTL
Grove Point to Portland Bill	NAI	NAI	NAI	NAI	NAI	NAI

Policy Scenario C appraises a ‘Hold the Line’ along both Furzy Cliff and the north-west shore of Portland Harbour for all three SMP epochs.

The Furzy Cliff frontage is a short stretch of undefended cliffs which lies between defended areas to both the north and south. Currently erosion of these cliffs causes outflanking issues where they abut the defended frontage. A ‘Hold the Line’ option would involve substantial cliff stabilisation or protection measures and or beach recharge being implemented, in order to significantly reduce the rate of cliff recession. This would inhibit the natural recession of the cliff but would reduce the risk of recession causing outflanking to the defended areas adjacent to Furzy Cliff, and would also protect cliff top properties and infrastructure from erosion. Issues may arise if holding this defence line in the future due to rising sea levels and the natural tendency of this embayment to deepen. Cliff erosion is not thought to significantly contribute to the beach budget, but holding the line here could, in the long term, mean that a beach would not be retained along this stretch.

Along the north-western shore of Portland Harbour a ‘Hold the Line’ policy has been appraised. Currently there are short sections of low-level rock revetment and other structures along the cliff toe. Under this policy it is assumed that cliff stabilisation measures and/or cliff toe protection would be required to further reduce the already low rate of cliff erosion along this frontage. This would result in very little shoreline change over the next century. This is unlikely to impact on adjacent areas as the cliffs are not believed to contribute significant amounts to the sediment budget. It is important to note that the evolution of this shoreline is dependent upon the future of the Portland Harbour Breakwaters, which, for this scenario, are assumed to remain and be maintained.

(d) Portland Bill to Thorncombe Beacon

Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
Portland Bill to West Weare	NAI	NAI	NAI	NAI	NAI	NAI
Chiswell to Chesil Beach (Northern end of Osprey Quay)	HTL	HTL	HTL	HTL	HTL	HTL

Durleston Head to Rame Head SMP2
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Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
Chesil Beach (Northern end of Osprey Quay) and The Fleet	NAI	NAI	NAI	NAI	NAI	NAI
Abbotsbury to Cogden Beach	NAI	NAI	NAI	NAI	NAI	NAI
Cogden Beach to Hive Beach (Burton Bradstock)	NAI	NAI	NAI	NAI	NAI	NAI
Hive Beach (Burton Bradstock)	HTL	HTL	NAI	HTL	HTL	HTL
Burton Cliff	NAI	NAI	NAI	NAI	NAI	NAI
Freshwater Beach	HTL	MR	HTL	HTL	HTL	HTL
East Cliff (West Bay)	NAI	NAI	NAI	NAI	NAI	NAI
West Bay (East Beach to eastern pier)	HTL	HTL	HTL	HTL	HTL	HTL
West Bay (West Beach from eastern pier) to West Cliff (East) (includes West Bay Harbour)	HTL	HTL	HTL	HTL	HTL	HTL
West Cliff (East) to Thorncombe Beacon	NAI	NAI	NAI	NAI	NAI	NAI

For Policy Scenario C ‘Hold the Line’ for all three SMP epochs has been considered for both Hive Beach and Freshwater Beach.

At Hive Beach, this would involve the continued maintenance and upgrade of a short section of defence associated with the car park and tourist facilities. It is not intended that the gabions along the cliffs immediately to the west, or the defences currently defending a bungalow, would be maintained. These defences are already set back from the beach and therefore would be unlikely to affect the natural functioning of the beach and adjacent, undefended cliffs. In the longer term as the adjacent cliffs continue to erode, these defences may require further maintenance and upgrading as they would become increasingly exposed. There would also remain the risk that a significant storm event could occur, which would result in extensive rollback of the beach and overtopping of these defences.

At Freshwater Beach, a ‘Hold the Line’ policy in the medium and long term would involve beach management to ensure a healthy beach and to prevent the river outlet from becoming blocked. This would ensure that the risk of inland flooding would be minimised and there would also be some protection afforded to the caravan park. However, at the western end of this frontage it will become increasingly difficult to maintain the current beach line, as cliffs continue to erode along the adjacent undefended East Cliff. There is also a risk that if the beach line is maintained too far seaward that shingle draw-down could occur, with a risk that shingle could be lost from the beach.

(e) Thorncombe Beacon to Beer Head

Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
Thorncombe Beacon to Seatown (East)	NAI	NAI	NAI	NAI	NAI	NAI
Seatown	HTL	NAI	NAI	HTL	HTL	HTL
Seatown (West) to Golden Cap	NAI	NAI	NAI	NAI	NAI	NAI
Golden Cap to Charmouth (East)	NAI	NAI	NAI	NAI	NAI	NAI
Charmouth	HTL	HTL	MR	HTL	HTL	HTL
Charmouth (West) to East Cliff (Lyme Regis)	NAI	NAI	NAI	NAI	NAI	NAI
East Cliff (Lyme Regis) to Broad Ledge (Lyme Regis)	HTL	HTL	MR	HTL	HTL	HTL
Broad Ledge (Lyme Regis) to The Cobb (Lyme Regis)	HTL	HTL	HTL	HTL	HTL	HTL

Durleston Head to Rame Head SMP2
Appendix F – Initial Policy Appraisal & Scenario Development

Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
The Cobb (Lyme Regis) to Seven Rock Point (defended length)	HTL	HTL	MR	HTL	HTL	HTL
The Cobb (Lyme Regis) to Seven Rock Point (undefended)	NAI	NAI	NAI	NAI	NAI	NAI
Seven Rock Point to Haven Cliff (West)	NAI	NAI	NAI	NAI	NAI	NAI
Axe Estuary (Mouth Breakwater to Axmouth North)	HTL	HTL	HTL	HTL	HTL	HTL
Axe Estuary (Axmouth North to Seaton North)	MR	MR	MR	MR	MR	MR
Axe Estuary (Seaton East)	HTL	HTL	HTL	HTL	HTL	HTL
Axe Estuary (Spit)	NAI	NAI	NAI	NAI	NAI	NAI
Axe Estuary (Spit) to Seaton (West)	HTL	HTL	HTL	HTL	HTL	HTL
Seaton (West) to Seaton Hole	MR	MR	MR	HTL	HTL	HTL
Seaton Hole to Beer	NAI	NAI	NAI	NAI	NAI	NAI
Beer	NAI	NAI	NAI	HTL	HTL	HTL
Beer to Beer Head	NAI	NAI	NAI	NAI	NAI	NAI

Policy Scenario C has considered the long term implementation of a ‘Hold the Line’ policy at a number of locations: Seatown, Charmouth, East Cliff (Lyme Regis), west of Lyme Regis, Seaton to Seaton Hole and Beer.

At Seatown a rock revetment extends along the cliff along the western part of this frontage; this currently reduces cliff erosion through protecting the cliff toe from wave action. For this scenario, it has been assumed that these defences would be maintained and subsequently upgraded to ensure adequate levels of protection are maintained through to the long term. Such upgrades would necessarily require extension of defences westwards a short distance, as has already been required since the 1996 scheme. These defences would become increasingly exposed, both due to rising sea levels and continued erosion of the abutting, undefended cliffs. Beaches are also likely to narrow in front of the defences as a result of rising sea levels. There is unlikely to be a detrimental impact on adjacent shorelines. The car park to the east of the River Winniford would be lost to erosion as it would remain undefended, although rollback of the shoreline in this area into the mouth of the river may conserve more beach material in this area, possibly compensating in part for loss of beach fronting the defences.

A similar situation occurs at Charmouth, where upgraded defences will be required to provide the current level of protection as sea levels rise and the fronting beach narrows and steepens. This is already an issue along the western part of this frontage. These defences would also be at risk of outflanking by the continued retreat of the adjacent undefended cliffs to the west. It is likely that a more substantial scheme, possibly involving beach recharge would be required along this frontage. Defences may also need to be extended into the river to reduce flood risk to assets further inland. Should more substantial beach control structures be required this could have an impact on alongshore drift, although littoral drift along this coast is also affected by natural landslide events.

At East Cliff (Lyme Regis) the continued provision of defence under a ‘Hold the Line’ policy could require beach recharge with control structures. The northern part of the defences would be at increasing risk of outflanking, due to the continued retreat of the adjacent undefended cliffs to the east. Without recharge the defences would become increasingly exposed, with beach loss and the need for more substantial defences. Implementation of such measures along this section may reduce the ability of sediment to be transported to the shoreline further east, although this is already limited by a lack of available sediment in this area.

To the west of Lyme Regis, under ‘Hold the Line’, the structures, which also provide a defence function, would need to be upgraded so that they would be more robust. Any works would need to consider reducing the risk of outflanking to the rest of Lyme Regis to the east. This would include continued maintenance of The Cobb, which is an important influence on the shoreline along this frontage, and may also require beach recharge and control structures to achieve this. The provision of defences here is unlikely to have a detrimental impact on adjacent shorelines.

Between Seaton and Seaton Hole, a ‘Hold the Line’ policy from the present day has been considered. Currently cliff retreat is reduced through use of rock revetment that extends along the cliff toe. Therefore, under this policy, more robust defence of the cliff toe would need to be combined with cliff stabilisation measures to reduce the rate of cliff recession further. This would result in no or minimal change in cliff line position and would therefore minimise the risk of erosion to the cliff top properties and infrastructure. Cliff stabilisation would limit the input of sediment to the shoreline which would result in narrowing and steepening of the beach both in front of these defences and also the sections to the east towards the Axe Estuary. Therefore, there could be implications for the implementation of a ‘Hold the Line’ policy along the Seaton frontage.

Maintenance of the short length of defence at Beer is unlikely to have a significant impact upon coastal evolution as the area is backed by hard, resistant cliffs and also Beer is an isolated pocket beach that has little or no connectivity with adjacent sections of coast.

(f) Beer Head to Otterton Ledge

No change from policy scenario A.

(g) Otterton Ledge to Straight Point

No change from policy scenario A.

(h) Straight Point to Holcombe

Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
Straight Point to Orcombe Rocks	NAI	NAI	NAI	NAI	NAI	NAI
Orcombe Rocks to Maer Rocks	HTL	HTL	HTL	HTL	HTL	HTL
The Maer	HTL	MR	MR	HTL	HTL	HTL
Octagon to Exmouth slipway	HTL	HTL	HTL	HTL	HTL	HTL
Exmouth Spit	HTL	NAI	NAI	HTL	NAI	NAI
Exe Estuary – Exmouth (west)	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary - Exmouth (west) to Lypstone	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary - Lypstone	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary - Nutwell Park	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary - Lypstone Commando	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary – Exton	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary - Exton to Lower Clyst	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary - Clyst Bridge to Railway	MR	MR	MR	MR	MR	MR
Exe Estuary - Topsham	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary - M5 (east) to St James' Weir	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary - Topsham Sludge beds	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary - St James' Weir to M5 (west)	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary - M5 (west) to Turf Lock	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary - Turf Lock to Powderham	HTL	MR	MR	HTL	HTL	HTL
Exe Estuary - Powderham (south)	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary – Starcross	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary - Cockwood	HTL	HTL	HTL	HTL	HTL	HTL
Exe Estuary - Cockwood to The Warren	HTL	HTL	HTL	HTL	HTL	HTL

Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
Dawlish Warren (East - distal end)	HTL	MR	MR	HTL	HTL	HTL
Dawlish Warren (Central - gabion defences)	HTL	MR	MR	HTL	HTL	HTL
Dawlish Warren (West - hard defences)	HTL	HTL	HTL	HTL	HTL	HTL
Langstone Rock to Coryton Cove	HTL	HTL	HTL	HTL	HTL	HTL
Coryton Cove to Holcombe	HTL	HTL	HTL	HTL	HTL	HTL

Policy Scenario C considers the alternative options identified in the Exe Estuary Coastal Management Study that are assessed under Policy Scenario A. Under this policy scenario, the continuation of a ‘Hold the Line’ policy in the medium and long term is considered at The Maer in Exmouth, Powderham Banks within the Exe Estuary, and along the central and distal parts of Dawlish Warren spit.

At The Maer, Exmouth the area of low-lying hinterland is currently protected by seawalls, an esplanade and two very small dune systems. In Scenario A ‘Managed Realignment’ was considered beyond the short term, whereas in this scenario the impact of continuing to hold the line has been considered. Along this frontage there has been net beach erosion and this trend is expected to continue, under a scenario of rising sea level, resulting in narrowing and steepening of the fronting beaches. There would continue to be a limited input of sediment to this frontage due to the continued defence of updrift frontages. Therefore continued defence of The Maer would probably require beach recharge and control structures in order to retain a beach to help maintain current levels of protection. However, such structures are likely to impact upon adjacent sections by possibly reducing sediment transport to these areas; although transport in this area is further complicated by the complex processes that occur at the mouth of the Exe Estuary and more detailed investigation would be required. The costs of holding the line are expected to increase over time, due to the increasing exposure of this shoreline as sea levels rise. Under this scenario the shoreline position would be fixed and risk of flooding or erosion of hinterland assets and the dune systems would be minimised.

Along the west bank of the Exe Estuary, between Turf Lock and Powderham, defences currently front low-lying land that was formally reclaimed from the estuary. A ‘Hold the Line’ policy would involve retention of these defences and their subsequent maintenance and upgrade in order to maintain the level of defence. Such defences would limit the ability of the Exe Estuary to adapt as sea levels rise, this could potentially result in the loss of inter-tidal areas where they are constrained by defences.

A ‘Hold the Line’ policy at Dawlish Warren could involve the construction of an extensive groyne field together with ongoing beach management. This would ensure the flood protection function of the spit to the rest of the inner estuary is maintained, but would inhibit the ability of the spit to adapt naturally to sea level rise. The success of such an option is also related to the complex sediment transport processes that occur at the mouth of the Exe Estuary. Thus a more detailed study would be required to fully understand the implications of these processes for both managing Dawlish Warren and any potential impacts upon adjacent sections of coast (e.g. Exmouth).

(i) Holcombe to Hope’s Nose

Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
Holcombe to Sprey Point	HTL	HTL	HTL	HTL	HTL	HTL
Sprey Point	HTL	HTL	HTL	HTL	HTL	HTL
Sprey Point to Teignmouth Pier	HTL	HTL	HTL	HTL	HTL	HTL
Teignmouth Pier to The Point	HTL	HTL	HTL	HTL	HTL	HTL
Teign Estuary - The Point to Teignmouth and Shaldon Bridge	HTL	HTL	HTL	HTL	HTL	HTL
Teign Estuary - North Shore (Teignmouth and Shaldon Bridge to Passage House Hotel)	HTL	HTL	HTL	HTL	HTL	HTL

Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
Teign Estuary - Passage House Hotel to Kingsteignton Road Bridge	HTL	HTL	HTL	HTL	HTL	HTL
Teign Estuary - Kingsteignton and Newton Abbot	HTL	HTL	HTL	HTL	HTL	HTL
Teign Estuary - South Shore (Newton Abbot to Shaldon)	HTL	HTL	HTL	HTL	HTL	HTL
Teign Estuary - Shaldon	HTL	HTL	HTL	HTL	HTL	HTL
Shaldon (The Ness) to Maidencombe (North)	NAI	NAI	NAI	NAI	NAI	NAI
Maidencombe	NAI	NAI	NAI	HTL	HTL	HTL
Maidencombe (South) to Watcombe Head	NAI	NAI	NAI	NAI	NAI	NAI
Watcombe	NAI	NAI	NAI	HTL	HTL	HTL
Watcombe to Petit Tor Point	NAI	NAI	NAI	NAI	NAI	NAI
Petit Tor Point to Walls Hill	HTL	HTL	HTL	HTL	HTL	HTL
Walls Hill	NAI	NAI	NAI	NAI	NAI	NAI
Anstey's Cove	NAI	NAI	NAI	HTL	HTL	HTL
Anstey's Cove to Hope's Nose	NAI	NAI	NAI	NAI	NAI	NAI

This policy scenario appraises the impact of retaining the short lengths of defences which lie at the back of the pocket beaches at Maidencombe, Watcombe and Anstey's Cove. Therefore although this has been termed 'Hold the Line', it only refers to the continued maintenance and upgrade (where necessary) of the existing defences along these stretches. It is unlikely that such provision of defences would attract public funding, therefore it is assumed private funding would be available.

The continued provision of defences within these small beaches would be unlikely to have a significant effect on coastal evolution as they are in small pocket beaches that have little or no connectivity with adjacent sections of coast. However, continued defence in these areas would exacerbate the narrowing and steepening of the beaches, which is already occurring naturally, and beaches could eventually become submerged in the long term as sea level rises.

(j) Hope's Nose to Berry Head (Tor Bay)

No change from policy scenario A.

(k) Berry Head to Blackstone Point

No change from policy scenario A.

(l) Blackstone Point to Start Point

Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
Blackstone Point to Stoke Fleming	NAI	NAI	NAI	NAI	NAI	NAI
Stoke Fleming to Blackpool Sands	NAI	NAI	NAI	NAI	NAI	NAI
Blackpool Sands	HTL	MR	HTL	HTL	HTL	HTL
Blackpool Sands to Strete	NAI	NAI	NAI	NAI	NAI	NAI
Strete to Torcross North (Slapton Sands)	HTL	HTL	MR	HTL	HTL	MR
Torcross North to Limpet Rocks	HTL	HTL	MR	HTL	HTL	MR
Limpet Rocks to Tinsey Head	HTL	MR	MR	HTL	MR	MR

Tinsey Head to Start Point	NAI	NAI	NAI	NAI	NAI	NAI
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At Blackpool Sands, short lengths of private defences are currently located along parts of this small bay and protect a small area of low-lying land. The primary purpose of these defences is to provide access and amenity although they do also afford protection to the A379 road that runs behind the back of the beach. Under Scenario C it is considered that the defences will continue to be maintained by private funds to for amenity purposes. However, if defences do remain it is possible that the beach here could be more susceptible to coastal squeeze as sea levels rise and with little or no new input of sediment. This could affect the sustainability of these defences. As Blackpool Sands is a pocket beach with little, if any, connection to adjacent sections of coast, this continued defence here would have no significant impacts upon the rest of the coast.

As such, the assessment for the rest of this section is unchanged from Scenario A.

(m) Start Point to Bolt Head

Possible Policy Unit		Scenario A			Scenario C		
		0-20	20-50	50-100	0-20	20-50	50-100
Start Point to Prawle Point	Lannacombe				HTL	HTL	HTL
	Undefended majority of this section	NAI	NAI	NAI	NAI	NAI	NAI
Prawle Point to Limebury Point		NAI	NAI	NAI	NAI	NAI	NAI
Salcombe Harbour (Limebury Point to Kingsbridge Estuary - Scoble Point)		HTL	HTL	HTL	HTL	HTL	HTL
Kingsbridge Estuary East (Scoble Point to Kingsbridge)		HTL	HTL	HTL	HTL	HTL	HTL
Kingsbridge Estuary - Kingsbridge		HTL	HTL	HTL	HTL	HTL	HTL
Kingsbridge Estuary West (Kingsbridge to Snapes Point)		HTL	HTL	HTL	HTL	HTL	HTL
Salcombe (Snapes Point to Splat Cove Point)		HTL	HTL	HTL	HTL	HTL	HTL
Splat Cove Point to Bolt Head		NAI	NAI	NAI	NAI	NAI	NAI

Under Policy Scenario C, an additional area of ‘Hold the Line’ is considered alongside those in Scenario A. This scenario assumes the private defence at Lannacombe is maintained (through private funds, should they be available) for all three SMP epochs. This policy does not propose to implement any new defences along the rest of the Lannacombe frontage, which would remain as ‘No Active Intervention’, as under Policy Scenario A.

Retention of the defence at Lannacombe would not have any significant effects upon coastal evolution along this stretch as a whole. However, continued defence in this area would exacerbate the narrowing and steepening of the fronting beach, which would eventually become submerged in the long term as sea level rises.

(n) Bolt Head to Wembury Point

Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
Bolt Head to Bolt Tail	NAI	NAI	NAI	NAI	NAI	NAI

Durleston Head to Rame Head SMP2
Appendix F – Initial Policy Appraisal & Scenario Development

Possible Policy Unit		Scenario A			Scenario C		
		0-20	20-50	50-100	0-20	20-50	50-100
Bolt Tail to Thurlestone Rock	Inner Hope/Outer Hope	NAI	NAI	NAI	HTL	HTL	HTL
	Undefined majority of this section				NAI	NAI	NAI
Thurlestone Rock to Warren Point		HTL	MR	NAI	HTL	MR	NAI
Warren Point to Avon Estuary (East)		NAI	NAI	NAI	NAI	NAI	NAI
Avon Estuary (East Bank – Mouth to Stadbury Farm)		NAI	NAI	NAI	NAI	NAI	NAI
Avon Estuary (Upstream section – Stadbury Farm to Stakes Hill)		MR	MR	MR	MR	MR	MR
Avon Estuary (West Bank – Stakes Hill to Warren Point (Bigbury-on-Sea))		NAI	NAI	NAI	NAI	NAI	NAI
Warren Point (Bigbury-on-Sea) to Challaborough (West)		HTL	HTL	MR	HTL	HTL	MR
Challaborough (West) to Erme Estuary (East)		NAI	NAI	NAI	NAI	NAI	NAI
Erme Estuary (East Bank – Mouth to Orcheton Wood)		NAI	NAI	NAI	NAI	NAI	NAI
Erme Estuary (Upstream section – Orcheton Wood to Pamflete Wood)		NAI	NAI	NAI	NAI	NAI	NAI
Erme Estuary (West Bank – Pamflete Wood to Mouth)		NAI	NAI	NAI	NAI	NAI	NAI
Erme Estuary (West) to Yealm Estuary (East)		NAI	NAI	NAI	NAI	NAI	NAI
Yealm Estuary (East Bank – Mouth to Passage House)		NAI	NAI	NAI	NAI	NAI	NAI
Yealm Estuary (East Bank – Passage House to Newton Ferrers North)		HTL	HTL	HTL	HTL	HTL	HTL
Yealm Estuary (East Bank – Newton Ferrers North to Fish House Plantation)		NAI	NAI	NAI	NAI	NAI	NAI
Yealm Estuary (West Bank – Fish House Plantation to Season Point)		NAI	NAI	NAI	NAI	NAI	NAI
Season Point to Wembury Point		NAI	NAI	NAI	NAI	NAI	NAI

Policy Scenario C assumes that the short lengths of defence at Inner Hope and Outer Hope are maintained under a 'Hold the Line' policy for all three SMP epochs. Retention of these defences is unlikely to have any impact upon coastal evolution as they are within small isolated embayments that have little or no connectivity with adjacent sections of coast. The small pocket beach in these areas would, however, become submerged in the long term as sea levels rise.

(o) Wembury Point to Devil's Point

No change from policy scenario A.

(p) Tamar Estuary

No change from policy scenario A.

(q) Mount Edgcumbe to Rame Head

Possible Policy Unit	Scenario A			Scenario C		
	0-20	20-50	50-100	0-20	20-50	50-100
Mount Edgcumbe to Picklecombe Point	NAI	NAI	NAI	NAI	NAI	NAI
Fort Picklecombe	NAI	NAI	NAI	HTL	HTL	HTL
Picklecombe Point to Kingsand	NAI	NAI	NAI	NAI	NAI	NAI
Kingsand/Cawsand	HTL	HTL	HTL	HTL	HTL	HTL
Cawsand to Rame Head	NAI	NAI	NAI	NAI	NAI	NAI

The only change from Policy Scenario A considers additional retention of defences at Fort Picklecombe through 'Hold the Line' for all three SMP epochs should private funds be available for this purpose.

Continued maintenance and upgrade of these defences would be required to maintain an adequate level of defence, in response to sea level rise. Due to the rocky nature of this shoreline this is not expected to have an impact on coastal processes either locally or along the adjacent shorelines.

Annex F.3 – Objectives Appraisal

Introduction

The following tables present the appraisal of 'Policy Scenario A, B and C' throughout the SMP area in terms of the impacts upon the various features and objectives that have been identified.

DURLSTON HEAD TO WHITE NOTHE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Kimmeridge Bay	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. 	<p>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.</p> <p>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).</p> <p>Potential areas of conflict are at the key visitor access points at Lulworth Cove and Kimmeridge Bay, where small stretches of defences already exist.</p> <p>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.</p> <p>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.</p>	<p>Scenario A: Loss of some community, recreational and amenity facilities due to erosion.</p> <p>Both the upper and lower car park, and associated tourist facilities may be affected by erosion.</p> <p>The oil well is not at risk of cliff-top erosion.</p> <p>Scenario B: same as Scenario A - potential loss of assets dependent on how managed realignment is implemented.</p> <p>Scenario C: Protection of the majority of community, recreational and amenity facilities from erosion.</p> <p>Both the upper and lower car park, and associated tourist facilities are likely to be protected from erosion</p> <p>Continued erosion of the western end of Kimmeridge Bay likely.</p> <p>The oil well is not at risk of cliff-top erosion.</p>	<p>Scenario A: Loss of some community, recreational and amenity facilities due to erosion.</p> <p>Both the upper and lower car park, and associated tourist facilities may be affected by erosion.</p> <p>The oil well is not at risk of cliff-top erosion.</p> <p>Scenario B: same as Scenario A - potential loss of assets dependent on how managed realignment is implemented.</p> <p>Scenario C: Protection of the majority of community, recreational and amenity facilities from erosion.</p> <p>Both the upper and lower car park, and associated tourist facilities are likely to be protected from erosion</p> <p>Continued erosion of the western end of Kimmeridge Bay likely.</p> <p>The oil well is not at risk of cliff-top erosion.</p>	<p>Scenario A: Loss of some community, recreational and amenity facilities due to erosion.</p> <p>Both the upper and lower car park, and associated tourist facilities are likely to be increasingly affected by erosion.</p> <p>The oil well is not at risk of cliff-top erosion.</p> <p>Scenario B: same as Scenario A - potential loss of assets dependent on how managed realignment is implemented.</p> <p>Scenario C: Protection of the majority of community, recreational and amenity facilities from erosion.</p> <p>Both the upper and lower car park, and associated tourist facilities are likely to be protected from erosion</p> <p>Continued erosion of the western end of Kimmeridge Bay likely.</p> <p>The oil well is not at risk of cliff-top erosion.</p>
Lulworth Cove	<ul style="list-style-type: none"> Popular tourist beach. Small collection of shops located at access point. Currently a small seawall protects this area from flooding. Formal defences? NFCDD Other properties tend to be located further inland and on higher land. The Cove is also used by small leisure boats. 	<ul style="list-style-type: none"> 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. 		<p>Scenario A: 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).</p> <p>Scenario B: Loss of limited number of community, recreational and amenity facilities due to erosion and flooding, at the eastern end of Lulworth Cove.</p> <p>Potential loss of community, recreational and amenity facilities due to erosion and flooding, at</p>	<p>Scenario A: Loss of some community, recreational and amenity facilities due to erosion and flooding.</p> <p>Part of the B370 main access road to Lulworth Cove may be affected due to erosion and flooding.</p> <p>Scenario B: Loss of limited number of community, recreational and amenity facilities due to erosion and flooding, at the eastern end of Lulworth Cove.</p> <p>Potential loss of community, recreational and amenity facilities due</p>	<p>Scenario A: Loss of some community, recreational and amenity facilities due to erosion and flooding.</p> <p>Part of the B370 main access road to Lulworth Cove may be affected due to erosion and flooding.</p> <p>Scenario B: Loss of limited number of community, recreational and amenity facilities due to erosion and flooding, at the eastern end of Lulworth Cove.</p> <p>Potential loss of community, recreational and amenity facilities due</p>

DURLSTON HEAD TO WHITE NOTHE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
				<p>the eastern end of Lulworth Cove, dependent on the location of managed realignment,</p> <p>Scenario C: Loss of limited number of community, recreational and amenity facilities due to erosion and flooding, at the eastern end of Lulworth Cove.</p> <p>Protection of community, recreational and amenity facilities from erosion and flooding, at the eastern end of Lulworth Cove.</p>	<p>to erosion and flooding, at the eastern end of Lulworth Cove, dependent on the location of managed realignment,</p> <p>Scenario C: Loss of limited number of community, recreational and amenity facilities due to erosion and flooding, at the eastern end of Lulworth Cove.</p> <p>Protection of community, recreational and amenity facilities from erosion and flooding, at the eastern end of Lulworth Cove.</p> <p>Protection of the B370 main access road to Lulworth Cove from erosion and flooding.</p>	<p>to erosion and flooding, at the eastern end of Lulworth Cove, dependent on the location of managed realignment,</p> <p>Scenario C: Loss of limited number of community, recreational and amenity facilities due to erosion and flooding, at the eastern end of Lulworth Cove.</p> <p>Protection of community, recreational and amenity facilities from erosion and flooding, at the eastern end of Lulworth Cove.</p> <p>Protection of the B370 main access road to Lulworth Cove from erosion and flooding.</p>
Isle of Portland to Studland Cliffs SAC	<ul style="list-style-type: none"> Designated for the vegetated sea cliffs and also the semi-natural dry grasslands. Linked to seepages? Any changes to the coastal evolution could therefore affect this. 	<ul style="list-style-type: none"> To maintain the integrity of internationally designated sites and the favourable condition of their interest features. 		<p>Scenario A: Potential change in conservation value of SAC and loss of some grassland habitats due to erosion and flooding.</p> <p>Scenario B & C: as above</p>	<p>Scenario A: Potential change in conservation value of SAC and loss of some grassland habitats due to erosion and flooding.</p> <p>Scenario B & C: as above</p>	<p>Scenario A: Potential change in conservation value of SAC and loss of some grassland habitats due to erosion and flooding.</p> <p>Scenario B & C: as above</p>
Dorset and East Devon World Heritage Site and South Dorset Coast SSSI (geological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs. 		<p>Scenario A: 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.</p> <p>Scenario B: as above</p> <p>Scenario C: Continuation of natural processes is key to the integrity of the South Dorset Coast SSSI and WHS, therefore this scenario would continue to maintain the geological exposures of these features (with the exception of Kimmeridge Bay and Lulworth Cove).</p>	<p>Scenario A: 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.</p> <p>Scenario B: as above</p> <p>Scenario C: Continuation of natural processes is key to the integrity of the South Dorset Coast SSSI and WHS, therefore this scenario would continue to maintain the geological exposures of these features (with the exception of Kimmeridge Bay and Lulworth Cove).</p>	<p>Scenario A: 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.</p> <p>Scenario B: as above</p> <p>Scenario C: Continuation of natural processes is key to the integrity of the South Dorset Coast SSSI and WHS, therefore this scenario would continue to maintain the geological exposures of these features (with the exception of Kimmeridge Bay and Lulworth Cove).</p>

DURLSTON HEAD TO WHITE NOTHE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
				Holding the line at Kimmeridge Bay and Lulworth Cove may prevent the natural exposure of cliff through erosion.	Holding the line at Kimmeridge Bay and Lulworth Cove may prevent the natural exposure of cliff through erosion.	Holding the line at Kimmeridge Bay and Lulworth Cove may prevent the natural exposure of cliff through erosion.
South Dorset Coast SSSI (biological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		<p>Scenario A, B & C: Continued loss of unimproved neutral and calcareous grassland within SSSI from erosion and flooding.</p> <p>Continued range of vegetation zones on soft rock undercliffs.</p>	<p>Scenario A, B & C: Continued loss of unimproved neutral and calcareous grassland within SSSI from erosion and flooding.</p> <p>Continued range of vegetation zones on soft rock undercliffs.</p>	<p>Scenario A, B & C: Continued loss of unimproved neutral and calcareous grassland within SSSI from erosion and flooding.</p> <p>Continued range of vegetation zones on soft rock undercliffs.</p>
Dorset Area of Outstanding Natural Beauty	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To conserve and enhance AONBs and avoid conflict with AONB Management Plan or Heritage Coast Objectives. 		<p>Scenario A, B & C: Minor change in landscape due to increased erosion and flooding.</p>	<p>Scenario A: Minor change in landscape due to increased erosion and flooding.</p> <p>Potential for deteriorating structures to become unsightly.</p> <p>Scenario B: as above</p> <p>Scenario C: Minor change in landscape due to increased erosion and flooding.</p> <p>Potential for deteriorating structures to become unsightly and for new or modification to existing defences to adversely impact on landscape character.</p>	<p>Scenario A: Moderate change in landscape due to increased erosion and flooding.</p> <p>Potential for deteriorating structures to become unsightly.</p> <p>Scenario B: as above</p> <p>Scenario C: Minor change in landscape due to increased erosion and flooding.</p> <p>Potential for deteriorating structures to become unsightly and for new or modification to existing defences to adversely impact on landscape character.</p>
Historic environment	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. Does this imply that public funding is available to move structures in the future? Sustainable/achievable? 		<p>Scenario A: Potential partial loss of up to 3 Scheduled Monuments (SMs) due to erosion: Alum Works SM at Kimmeridge Bay, Flowers Barrow SM and The Warren Field System SM.</p> <p>Loss of small area of Encombe and Lulworth Castle Registered Parks and Gardens.</p> <p>Scenario B: as above</p>	<p>Scenario A: Potential partial loss of up to 4 Scheduled Monuments (SMs) due to erosion: Alum Works SM at Kimmeridge Bay, Bowl Barrow SM on Emmetts Hill, Flowers Barrow SM and The Warren Field System SM.</p> <p>Loss of small area of Encombe and Lulworth Castle Registered Parks and Gardens.</p>	<p>Scenario A: Potential partial loss of up to 4 Scheduled Monuments (SMs) due to erosion: Alum Works SM at Kimmeridge Bay, Bowl Barrow SM on Emmetts Hill, Flowers Barrow SM and The Warren Field System SM.</p> <p>Loss of small area of Encombe and Lulworth Castle Registered Parks and Gardens.</p>

DURLSTON HEAD TO WHITE NOTHE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>alter the castle (The Durlston Project) and to incorporate a visitor centre.</p> <ul style="list-style-type: none"> Two Registered Parks and Gardens: Lulworth Castle and Encombe 			<p>Scenario C: Protection of Alum Works Scheduled Monument (SM) at Kimmeridge Bay and Flowers Barrow SM due to erosion.</p> <p>Partial loss of up to 2 SMs due to erosion: Bindon Hill Camp SM and The Warren Field System SM.</p> <p>Loss of small area of Encombe and Lulworth Castle Registered Parks and Gardens.</p>	<p>Scenario B: as above</p> <p>Scenario C: Protection of Alum Works Scheduled Monument at Kimmeridge Bay.</p> <p>Partial loss of up to 4 SMs due to erosion: Bowl Barrow SM on Emmetts Hill, Bindon Hill Camp SM, Flowers Barrow and The Warren Field System SM.</p> <p>Loss of small area of Encombe and Lulworth Castle Registered Parks and Gardens.</p>	<p>Scenario B: as above</p> <p>Scenario C: Protection of Alum Works Scheduled Monument at Kimmeridge Bay.</p> <p>Partial loss of up to 4 SMs due to erosion: Bowl Barrow SM on Emmetts Hill, Bindon Hill Camp SM, Flowers Barrow and The Warren Field System SM.</p> <p>Loss of small area of Encombe and Lulworth Castle Registered Parks and Gardens.</p>
Agricultural land	<ul style="list-style-type: none"> Farmland stretches inland from the cliff top, therefore any erosion will affect net area. However this is low-grade farmland (Grade 3 and below). 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		<p>Scenario A, B & C: Loss of grades 3, 4 and 5 agricultural land due to erosion and flooding</p>	<p>Scenario A, B & C: Loss of grades 3, 4 and 5 agricultural land due to erosion and flooding</p>	<p>Scenario A, B & C: Loss of grades 3, 4 and 5 agricultural land due to erosion and flooding</p>
Lulworth MoD Ranges (Bindon Range)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To ensure MoD ranges remain operational. 		<p>Scenario A, B & C: Minimal loss of land used as ranges.</p>	<p>Scenario A, B & C: Minimal loss of land used as ranges.</p>	<p>Scenario A, B & C: Minimal loss of land used as ranges.</p>

WHITE NOTHE TO REDCLIFF POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss of property due to erosion. 	<p>This is a mainly cliffed section of coast, undefended apart from a short stretch of defence in Ringstead Bay.</p> <p>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.</p>	<p>Scenario A, B & C: 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).</p> <p>Loss of isolated properties along coastal stretch.</p> <p>Loss of land occupied by caravans at Ringstead.</p> <p>Loss of some properties at Burning Cliff due to erosion.</p> <p>Loss of sewage works due to erosion.</p>	<p>Scenario A, B & C: 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).</p> <p>Loss of isolated properties along coastal stretch.</p> <p>Loss of land occupied by caravans at Ringstead.</p> <p>Loss of some properties at Burning Cliff due to erosion.</p> <p>Loss of sewage works due to erosion.</p>	<p>Scenario A, B & C: 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).</p> <p>Loss of isolated properties along coastal stretch.</p> <p>Loss of properties and sewage works at Shortlake Street due to erosion.</p> <p>Increased loss of land occupied by caravans at Ringstead.</p>

WHITE NOTHE TO REDCLIFF POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
			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.		Osmington Bay Holiday Centre at risk of erosion.	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	<ul style="list-style-type: none"> Designated for the vegetated sea cliffs and also the semi-natural dry grasslands. Any changes to the coastal evolution could therefore affect this. 	<ul style="list-style-type: none"> To maintain the integrity of internationally designated sites and the favourable condition of their interest features. 		<p>Scenario A & C: Potential erosion of designated terrestrial habitat (e.g. dry grassland) in some areas (excluding Ringstead Bay).</p> <p>Scenarios B: Potential erosion of designated terrestrial habitat (e.g. dry grassland) in all areas of process unit.</p>	<p>Scenario A & B: Potential erosion of designated terrestrial habitat (e.g. dry grassland).</p> <p>Scenario C: Potential erosion of designated terrestrial habitat (e.g. dry grassland) in some areas (excluding Ringstead Bay).</p>	<p>Scenario A & B: Potential erosion and flooding of designated terrestrial habitat (e.g. dry grassland).</p> <p>Scenario C: Potential erosion of designated terrestrial habitat (e.g. dry grassland) in some areas (excluding Ringstead Bay).</p>
Dorset and East Devon World Heritage Site, South Dorset Coast SSSI (geological)	<ul style="list-style-type: none"> 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). 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs. 		<p>Scenario A, B & C: Continuation of natural processes is key to the integrity of the geological SSSIs and WHS, therefore NAI (with the exception of HTL at Ringstead Bay) would continue to maintain these features.</p>	<p>Scenario A, B & C: Continuation of natural processes is key to the integrity of the geological SSSIs and WHS, therefore NAI would continue to maintain these features.</p>	<p>Scenario A, B & C: Continuation of natural processes is key to the integrity of the geological SSSIs and WHS, therefore NAI would continue to maintain these features.</p>
South Dorset Coast, SSSI (biological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		<p>Scenarios A, B & C: Potential loss of some designated limestone grassland habitats at base of cliff through flooding and erosion (except along the defended length at Ringstead bay for scenarios A & C). However, majority of grassland currently lost is due to inappropriate scrub control.</p>	<p>Scenarios A, B & C: Potential loss of some designated limestone grassland habitats at base of cliff through flooding and erosion (except along the defended length at Ringstead bay for scenario C). However, majority of grassland currently lost is due to inappropriate scrub control.</p>	<p>Scenarios A, B & C: Potential loss of some designated limestone grassland habitats at base of cliff through flooding and erosion (except along the defended length at Ringstead bay for scenario C). However, majority of grassland currently lost is due to inappropriate scrub control.</p>
Dorset Area of Outstanding Natural Beauty (only covers up to Redcliff Point)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To conserve and enhance AONBs and avoid conflict with AONB Management Plan or Heritage Coast Objectives 		<p>Scenario A, B & C: Potential change in landscape through increased flooding and erosion.</p>	<p>Scenario A, B & C: Potential change in landscape through increased flooding and erosion.</p>	<p>Scenario A, B & C: Potential change in landscape through increased flooding and erosion. Potential for deteriorating</p>

WHITE NOTHE TO REDCLIFF POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<ul style="list-style-type: none"> The South West Coast Path also runs along the most of this frontage – but there is potential for this to be relocated. 				Potential for deteriorating structures to become unsightly (except at Ringstead Bay with Scenario C).	structures to become unsightly (except at Ringstead Bay with Scenario C).
Scheduled monuments and heritage assets	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. 		Scenario A, B & C: No likely loss of any Scheduled Monuments due to erosion.	Scenario A, B & C: Potential partial loss of Medieval Settlement Scheduled Monument at West Ringstead due to erosion	Scenario A & B: Potential partial loss of Fishpond Scheduled Monument and Medieval Settlement Scheduled Monument at West Ringstead due to erosion. Scenario C: Protection of Fishpond at Fishpond Scheduled Monument and Medieval Settlement Scheduled Monument at West Ringstead from erosion.
Agricultural land	<ul style="list-style-type: none"> Farmland stretches inland from the cliff top, therefore any erosion will affect net area. However this is low-grade farmland (Grade 3 and below). 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		Scenario A, B & C: Some loss of grades 3 and 4 agricultural land due to erosion and flooding.	Scenario A, B & C: Some loss of grades 3 and 4 agricultural land due to erosion and flooding.	Scenario A, B & C: Some 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	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Isolated cliff top properties, small settlements and the holiday complex at Bowleaze Cove	<ul style="list-style-type: none"> 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 Bowleaze Cove/Castle. 	<ul style="list-style-type: none"> To avoid loss of property due to erosion. 	<p>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.</p> <p>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.</p> <p>This stretch also includes the east side of Portland and along this frontage there are a number of buildings and roads along the cliff</p>	<p>Scenarios A, B & C: Loss of isolated properties along coastal stretch.</p> <p>Waterside Holiday Park at Bowleaze protected from erosion in the short-term.</p> <p>Protection of properties and facilities along Preston Beach and at Rodwell.</p> <p>Loss of South-West Coastal Path in some areas.</p>	<p>Scenarios A & C: Loss of isolated properties along coastal stretch.</p> <p>Waterside Holiday Park at Bowleaze protected from erosion in the short-term.</p> <p>Protection of properties and facilities along Preston Beach and at Rodwell.</p> <p>Loss of South-West Coastal Path in some areas</p> <p>Scenario B</p> <p>Loss of isolated properties along coastal</p>	<p>Scenarios A & C Loss of isolated properties along coastal stretch.</p> <p>Waterside Holiday Park at Bowleaze protected from erosion in the short-term.</p> <p>Protection of properties and facilities along Preston Beach and at Rodwell.</p> <p>Loss of South-West Coastal Path in some areas</p> <p>Scenario B</p> <p>Loss of isolated properties along coastal stretch.</p> <p>Potential partial loss of Waterside Holiday Park at Bowleaze due to erosion.</p>

REDCLIFF POINT TO PORTLAND BILL						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
			<p>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.</p> <p>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 Harbour breakwaters. Changes to the breakwaters could also have significant implications for the adjacent stretch of coast which encompasses Chesil Beach.</p> <p>No Active Intervention: Conflicts between enhancing geological exposures and protecting settlements/archaeological sites at Kimmeridge and West Lulworth.</p> <p>Some of the earth heritage features in this section have been obstructed by development.</p>		<p>stretch.</p> <p>Potential partial loss of Waterside Holiday Park at Bowleaze due to erosion.</p> <p>Protection of properties and facilities along Preston Beach and at Rodwell.</p> <p>Loss of South-West Coastal Path in some areas</p>	<p>Protection of properties and facilities along Preston Beach and at Rodwell.</p> <p>Loss of South-West Coastal Path in some areas</p>
Preston Beach	<ul style="list-style-type: none"> 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. The A353 provides access to the beach. 	<ul style="list-style-type: none"> 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. To ensure critical road and rail linkages are maintained 		<p>Scenarios A, B & C: Protection of A353, Furzy Cliff/Overcombe and Greenhill from flooding.</p> <p>Properties and facilities within Preston and Overcombe protected from erosion and flooding.</p>	<p>Scenarios A, B & C: Protection of A353, Furzy Cliff/Overcombe and Greenhill from flooding.</p> <p>Properties and facilities within Preston and Overcombe protected from erosion and flooding.</p>	<p>Scenarios A, B & C: Protection of A353, Furzy Cliff/Overcombe and Greenhill from flooding.</p> <p>Properties and facilities within Preston and Overcombe protected from erosion and flooding.</p>
Weymouth	<ul style="list-style-type: none"> Important holiday and commercial centre. Includes a wide range of visitor attractions and community facilities, some of which are located along the coast and are therefore at higher risk. The railway terminus of Weymouth branch 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: Protection of large areas of the majority of the town of Weymouth (including residential and commercial districts in the town centre) from flooding.</p> <p>Railway terminus protected from flooding.</p>	<p>Scenarios A, B & C: Protection of large areas of the majority of the town of Weymouth (including residential and commercial districts in the town centre) from flooding (with the exception of the northern part of Weymouth for scenario B).</p> <p>Railway terminus protected from flooding.</p>	<p>Scenarios A, B & C: Protection of large areas of the majority of the town of Weymouth (including residential and commercial districts in the town centre) from flooding.</p> <p>Railway terminus protected from flooding.</p>
Portland Harbour (and breakwaters) See Halcrow Report 2008: Portland North West Shore.	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To minimise the impact of policies on marine operations and activities. 		<p>Scenario A: Loss of up to 3 property assets due to erosion.</p> <p>Further information available in Halcrow 2008: Portland North West Shore.</p> <p>Some low-lying parts of the dockyard at flood-risk.</p>	<p>Scenario A: up to 9 property assets (excluding caravans), key infrastructure (including a rising sewage main in Old Castle Road) at risk of erosion.</p> <p>Further information available in Halcrow 2008: Portland North West</p>	<p>Scenario A: up to 61 property assets (excluding caravans), key infrastructure (including a rising sewage main in Old Castle Road) could remain at risk of erosion, depending upon where it is economically viable to implement slope stabilisation measures.</p>

REDCLIFF POINT TO PORTLAND BILL						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<ul style="list-style-type: none"> Properties at risk on NW Shore from landslip (groundwater influence)/ 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. 			<p>Scenarios B and C:</p> <p>As above, although under Scenario B, these properties would be more at risk of being lost as no intervention would occur.</p>	<p>Shore.</p> <p>Some low-lying parts of the dockyard at flood-risk.</p> <p>Scenarios B and C:</p> <p>As above, although under Scenario B, these properties would be more at risk of being lost as no intervention would occur.</p>	<p>Further information available in Halcrow 2008: Portland North West Shore.</p> <p>Some low-lying parts of the dockyard at flood-risk.</p> <p>Scenarios B and C:</p> <p>As above, although under Scenario B, these properties would be more at risk of being lost as no intervention would occur.</p>
Isle of Portland (eastern shore)	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C:</p> <p>Negligible erosion risk.</p> <p>Protection of the new Portland Gas storage facilities in the Upper Osprey Quay site.</p>	<p>Scenarios A, B & C:</p> <p>Negligible erosion risk.</p> <p>Protection of the new Portland Gas storage facilities in the Upper Osprey Quay site.</p>	<p>Scenarios A, B & C:</p> <p>Negligible erosion risk.</p> <p>Protection of the new Portland Gas storage facilities in the Upper Osprey Quay site.</p>
Isle of Portland to Studland Cliffs SAC	<ul style="list-style-type: none"> Designated for the vegetated sea cliffs and also the semi-natural dry grasslands. Any changes to the coastal evolution could therefore affect this. 	<ul style="list-style-type: none"> To maintain the integrity of internationally designated sites and the favourable condition of their interest features. 		<p>Scenario A, B & C:</p> <p>Potential erosion and flooding of designated terrestrial habitat (e.g. dry grassland) in the southern part of the Isle of Portland.</p> <p>Protection of designated terrestrial habitat (e.g. dry grassland) in the northern part of the Isle of Portland between Osprey Quay and Grove Point.</p>	<p>Scenario A, B & C:</p> <p>Potential erosion and flooding of designated terrestrial habitat (e.g. dry grassland) in the southern part of the Isle of Portland.</p> <p>Protection of designated terrestrial habitat (e.g. dry grassland) in the northern part of the Isle of Portland between Osprey Quay and Grove Point.</p>	<p>Scenario A, B & C:</p> <p>Potential erosion and flooding of designated terrestrial habitat (e.g. dry grassland) in the southern part of the Isle of Portland.</p> <p>Protection of designated terrestrial habitat (e.g. dry grassland) in the northern part of the Isle of Portland between Osprey Quay and Grove Point.</p>
Dorset and East Devon World Heritage Site, South Dorset Coast, Portland Harbour Shore and Isle of Portland SSSIs (geological)	<ul style="list-style-type: none"> 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). 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs. 		<p>Scenarios A, B & C:</p> <p>Continuation of natural processes is key to the integrity of the geological SSSIs and WHS, therefore NAI would continue to maintain these features.</p>	<p>Scenarios A, B & C:</p> <p>Continuation of natural processes is key to the integrity of the geological SSSIs and WHS, therefore NAI would continue to maintain these features.</p>	<p>Scenarios A, B & C:</p> <p>Continuation of natural processes is key to the integrity of the geological SSSIs and WHS, therefore NAI would continue to maintain these features.</p>
South Dorset Coast,	<ul style="list-style-type: none"> Portland is one of the key limestone areas in 	<ul style="list-style-type: none"> To avoid adverse impacts on, 		<p>Scenarios A, B & C:</p>	<p>Scenarios A, B & C:</p>	<p>Scenarios A, B & C:</p>

REDCLIFF POINT TO PORTLAND BILL						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Nicodemus Heights, Portland Harbour Shore and Isle of Portland SSSIs (biological)	<p>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.</p> <ul style="list-style-type: none"> • 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. 	<p>conserve and where practical enhance the designated interest of nationally designated conservation sites.</p>		<p>Potential loss of some intertidal habitat (e.g. at Portland Harbour Shore SSSI) due to coastal squeeze due to holding the line at Nothe, adjacent to the Ferry Terminal and around Portland Harbour.</p> <p>Protection of some designated grassland habitat.</p>	<p>Potential loss of some intertidal habitat (e.g. at Portland Harbour Shore SSSI) due to coastal squeeze due to holding the line at Nothe, adjacent to the Ferry Terminal and around Portland Harbour.</p> <p>Protection of some designated grassland habitat.</p>	<p>Potential loss of some intertidal habitat (e.g. at Portland Harbour Shore SSSI) due to coastal squeeze due to holding the line at Nothe, adjacent to the Ferry Terminal and around Portland Harbour.</p> <p>Protection of some designated grassland habitat.</p>
Radipole Lake Nature Reserve and SSSI (biological)	<ul style="list-style-type: none"> • Designated for lake and reedbeds, these areas are at risk from both coastal erosion and flooding. It will also be potentially impacted by changes within the entrance to Weymouth Harbour. • This is also an RSPB reserve with visitor facilities. 	<ul style="list-style-type: none"> • 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. 		<p>Scenarios A, B & C: Protection of reedbeds and freshwater habitats at lake from saline flooding.</p>	<p>Scenarios A, B & C: Protection of reedbeds and freshwater habitats at lake from saline flooding.</p>	<p>Scenarios A, B & C: Protection of reedbeds and freshwater habitats at lake from saline flooding.</p>
Lodmoor Nature Reserve and SSSI (biological)	<ul style="list-style-type: none"> • Designated for reedbed and brackish grassland, these areas are at risk from both 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. 	<ul style="list-style-type: none"> • 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. 		<p>Scenario A, B & C: The reedbed and brackish grassland at Lodmoor would continue to be protected from flood and erosion risk.</p> <p>Improved tidal exchange across the seawall and capacity to drain flood waters is likely to be beneficial.</p>	<p>Scenario A & C: The reedbed and brackish grassland at Lodmoor would continue to be protected from flood and erosion risk.</p> <p>Scenarios B: Potential for managed realignment to affect salinity levels in brackish lagoon and result in the loss of some reedbed habitats.</p>	<p>Scenario A, B & C: The reedbed and brackish grassland at Lodmoor would continue to be protected from flood and erosion risk.</p> <p>Improved tidal exchange across the seawall and capacity to drain flood waters is likely to be beneficial.</p>
Scheduled monuments and heritage assets	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • To avoid loss of scheduled and other nationally important cultural heritage sites. 		<p>Scenarios A, B & C: Protection of Nothe Fort, Tram and Searchlight Battery Scheduled Monument (SM) at The Nothe and Portland Castle SM from flooding/erosion.</p> <p>Potential partial loss of up to one SM from erosion: a small area of Mesolithic</p>	<p>Scenarios A & B: Protection of Nothe Fort, Tram and Searchlight Battery Scheduled Monument (SM) at The Nothe and Portland Castle SM from flooding/erosion.</p> <p>Potential loss of up to two SMs from erosion:</p>	<p>Scenarios A & B: Protection of Nothe Fort, Tram and Searchlight Battery Scheduled Monument (SM) at The Nothe and Portland Castle SM from flooding/erosion.</p> <p>Potential loss of up to two SMs from erosion: Sandsfoot Castle SM and a</p>

REDCLIFF POINT TO PORTLAND BILL						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
				Sites Near Culver Well SM.	Sandsfoot Castle SM and a small area of Mesolithic Sites Near Culver Well SM. Scenario C: Protection of Nothe Fort, Tram and Searchlight Battery SM at The Nothe, Sandsfoot Castle SM and Portland Castle SM from flooding/erosion. Potential partial loss of up to one SM from erosion: a small area of Mesolithic Sites Near Culver Well SM.	small area of Mesolithic Sites Near Culver Well SM. Scenario C: Protection of Nothe Fort, Tram and Searchlight Battery SM at The Nothe, Sandsfoot Castle SM and Portland Castle SM from flooding/erosion. Potential partial loss of up to one SM from erosion: a small area of Mesolithic Sites Near Culver Well SM.
Agricultural land	<ul style="list-style-type: none"> 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). 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		Scenarios A, B & C: Loss of grades 3 and 4 agricultural land due to erosion and flooding in some areas.	Scenarios A, B & C: Loss of grades 3 and 4 agricultural land due to erosion and flooding in some areas.	Scenarios A, B & C: Loss of grades 3 and 4 agricultural land due to erosion and flooding in some areas.
Strategic Highways and Communications Infrastructure	<ul style="list-style-type: none"> A354 that links Ferry Bridge at Portland to Dorchester A353 that links Weymouth to the A352 	<ul style="list-style-type: none"> To ensure critical road and rail linkages are maintained 		Scenarios A, B & C Flooding of A353 Preston Road, Greenhill and The Esplanade. Flooding of A354 between Weymouth and Portland.	Scenarios A, B & C Flooding of A353 Preston Road, Greenhill and The Esplanade. Flooding of A354 between Weymouth and Portland.	Scenarios A, B & C Flooding of A353 Preston Road, Greenhill and The Esplanade. Flooding of A354 between Weymouth and Portland.
Osprey Quay	<ul style="list-style-type: none"> Proposed 33ha waterfront site in close proximity to Portland Harbour. It will provide 50,000m² 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 Helicopter Station. 	<ul style="list-style-type: none"> 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 		Scenarios A, B & C: No flood-risk to Osprey Quay from the western side at Chiswell. No flood-risk to Osprey Quay from the Portland Harbour side. Protection of the new Portland Gas storage facilities in the Upper Osprey Quay site.	Scenarios A, B & C: No flood-risk to Osprey Quay from the western side at Chiswell. No flood-risk to Osprey Quay from the Portland Harbour side. Protection of the new Portland Gas storage facilities in the Upper Osprey Quay site.	Scenarios A, B & C: No flood-risk to Osprey Quay from the western side at Chiswell. No flood-risk to Osprey Quay from the Portland Harbour side. Protection of the new Portland Gas storage facilities in the Upper Osprey Quay site.

PORTLAND BILL TO THORNCOMBE BEACON						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)

PORTLAND BILL TO THORNCOMBE BEACON						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Isle of Portland (western shore)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 	<p>This stretch of coast is dominated by Chesil Beach, a shingle ridge which stretches westwards from the Isle of Portland.</p> <p>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 as 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.</p> <p>Although actual sediment drift is low, interruptions to this drift can have significant consequences, as observed at West Bay.</p> <p>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).</p>	<p>Scenarios A, B & C: Protection of A354 access road and Chiswell from flooding.</p> <p>Risk of flooding or erosion at West Wears.</p> <p>Likely natural roll-back of Chesil Beach may be inhibited by gabions in some areas.</p>	<p>Scenarios A, B & C: Protection of A354 access road and Chiswell from flooding.</p> <p>Risk of flooding or erosion at West Wears.</p> <p>Likely natural roll-back of Chesil Beach may be inhibited by gabions in some areas.</p>	<p>Scenarios A, B & C: Protection of A354 access road and Chiswell from flooding.</p> <p>Risk of flooding or erosion at West Wears.</p> <p>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.</p> <p>Potential beach loss and associated increased flood-risk.</p>
Isolated cliff top properties, small settlements and holiday complexes including West Bexington, Burton Bradstock and Burton Freshwater	<ul style="list-style-type: none"> 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 Bride River 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 'car park' to beach' during winter 2008/09. 	<ul style="list-style-type: none"> To ensure critical road linkages are maintained (as long as required). 	<p>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).</p>	<p>Scenario A: No loss of properties lying behind The Fleet.</p> <p>Low risk of property loss at West Bexington.</p> <p>Limited flood and erosion-risk at Burton Cliff/Bradstock and associated access road.</p> <p>Fluvial flood-risk at Freshwater (including Freshwater Beach Caravan Park) and associated areas due to blocked river outfall and back up flooding).</p> <p>Flood and erosion risk to car park, café and access road to Hive Beach would be minimised.</p> <p>Flood risk to small area of East Fleet Caravan Site.</p> <p>It is unlikely that link roads would be lost prior to properties.</p> <p>Scenarios B & C: No loss of properties lying behind The Fleet.</p> <p>Low risk of property loss at West Bexington.</p> <p>A couple of properties are</p>	<p>Scenario A: No loss of properties lying behind The Fleet.</p> <p>Low risk of property loss at West Bexington.</p> <p>Limited flood and erosion-risk at Burton Cliff/Bradstock and associated access road.</p> <p>Fluvial flood-risk at Freshwater (including Freshwater Beach Caravan Park) and associated areas due to blocked river outfall and back up flooding). Flood and erosion risk to car park, café and access road to Hive Beach would be minimised.</p> <p>Flood risk to small area of East Fleet Caravan Site.</p> <p>It is unlikely that link roads would be lost prior to properties.</p> <p>Scenarios B & C: No loss of properties lying behind The Fleet.</p> <p>Low risk of property loss at West Bexington.</p>	<p>Scenario A: No loss of properties lying behind The Fleet.</p> <p>Increased risk of property loss at West Bexington.</p> <p>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.</p> <p>Increased fluvial flood-risk at Freshwater (including Freshwater Beach Caravan Park) and associated areas due to blocked river outfall and back up flooding).</p> <p>Potential loss of car park, café and access road to Hive Beach, though potential to relocate inland.</p> <p>Flood risk to small area of East Fleet Caravan Site.</p> <p>It is unlikely that link roads would be lost prior to properties.</p> <p>Scenario B: No loss of properties lying behind The Fleet.</p>

PORTLAND BILL TO THORNCOMBE BEACON						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
				at erosion risk at Burton Cliff/Bradstock and associated access road. Flood-risk to 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. Flood risk to small area of East Fleet Caravan Site. It is unlikely that link roads would be lost prior to properties.	A couple of properties are at erosion risk at Burton Cliff/Bradstock and associated access road. Flood-risk to 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. Flood risk to small area of East Fleet Caravan Site. It is unlikely that link roads would be lost prior to properties.	Low risk of property loss at West Bexington. A couple of properties are at erosion risk at Burton Cliff/Bradstock and associated access road. Flood-risk to 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. Flood risk to small area of East Fleet Caravan Site. It is unlikely that link roads would be lost prior to properties. Section C: 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 fluvial 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

PORTLAND BILL TO THORNCOMBE BEACON						
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				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
						would be lost prior to properties.
Tourist facilities	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. 		<p>Scenario A: Loss of some tourist facilities including parts of the South West Coast Path in some areas, which may need to be relocated inland.</p> <p>Flooding of Abbotsbury Swannery.</p> <p>A number of beach car parks are potentially at risk, though there may be opportunities to relocate these facilities.</p> <p>Both the car park at Hive and tourist facilities at West Bay would be protected by a hold the line policy.</p> <p>Erosion risk to golf course.</p> <p>Scenario B:</p> <p>Loss of some tourist facilities including parts of the South West Coast Path in some areas.</p> <p>Flooding of Abbotsbury Swannery.</p> <p>A number of beach car parks are potentially at risk, though there may be opportunities to relocate these facilities.</p> <p>Erosion risk to golf course.</p> <p>Scenario C: As Scenario B</p>	<p>Scenario A: Loss of some tourist facilities including parts of the South West Coast Path in some areas, which may need to be relocated inland.</p> <p>Flooding of Abbotsbury Swannery.</p> <p>A number of beach car parks are potentially at risk, though there may be opportunities to relocate these facilities.</p> <p>Both the car park at Hive and tourist facilities at West Bay would be protected by a hold the line policy.</p> <p>Erosion risk to golf course.</p> <p>Scenario B:</p> <p>Loss of some tourist facilities including parts of the South West Coast Path in some areas.</p> <p>Flooding of Abbotsbury Swannery.</p> <p>A number of beach car parks are potentially at risk, though there may be opportunities to relocate these facilities.</p> <p>Erosion risk to golf course.</p> <p>Scenario C: As Scenario B</p>	<p>Scenario A: Loss of some tourist facilities including parts of the South West Coast Path in some areas, which may need to be relocated inland.</p> <p>Flooding of Abbotsbury Swannery.</p> <p>A number of beach car parks are potentially at risk including Hive car park; there may be opportunities to relocate these facilities.</p> <p>The tourist facilities at West Bay would be protected by a hold the line policy.</p> <p>Erosion risk to golf course.</p> <p>Scenario B:</p> <p>Loss of some tourist facilities including parts of the South West Coast Path in some areas.</p> <p>Flooding of Abbotsbury Swannery.</p> <p>A number of beach car parks are potentially at risk, though there may be opportunities to relocate these facilities.</p> <p>Erosion risk to golf course.</p> <p>Scenario C: As Scenario B</p>
West Bay (East and West Beach)	<ul style="list-style-type: none"> Small town including residential, holiday and commercial properties. These are at potential 	<ul style="list-style-type: none"> To avoid loss of property due to erosion and/or manage risk of 		<p>Scenario A: The facilities at West Bay (both East Beach</p>	<p>Scenario A: The facilities at West Bay (both East</p>	<p>Scenario A: The facilities at West Bay (both East Beach</p>

PORTLAND BILL TO THORNCOMBE BEACON						
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	<p>risk from both flooding and erosion. Both the landscape, beach and West Bay Pier are important tourist assets.</p> <ul style="list-style-type: none"> West Bay harbour is a popular marina for small pleasure boats. The Environment Agency re-profile the beach to the east of West Bay. The East and West beaches were improved in a scheme completed in 2005 including harbour entrance improvement and are still actively managed. 	<p>flooding to people and property.</p> <ul style="list-style-type: none"> 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. 		<p>and West Beach) would be protected from flooding and erosion and the existing defences are likely to be maintained to protect the properties.</p> <p>Scenario B: As above</p>	<p>Beach and West Beach) would be protected from flooding and erosion and the existing defences are likely to be maintained to protect the properties.</p> <p>Scenario B: As above</p>	<p>and West Beach) would be protected from flooding and erosion and the existing defences are likely to be maintained to protect the properties.</p> <p>Larger defences may be required to maintain an acceptable standard of flood protection, thus potentially resulting in a change of views for property owners, a change in landscape character and the ability of the beach to behave naturally.</p> <p>Scenario B: Flood and erosion risk at West Beach is minimised and the existing defences are likely to be maintained to protect the properties.</p> <p>Larger defences and a greater number of defences may be required to provide an appropriate standard of protection to assets at West Bay.</p> <p>A secondary defence embankment may be constructed as part of a long-term managed realignment policy at East Beach. This would allow the beach to roll back naturally but may result in the potential loss of beachfront facilities, car park and properties in the East Beach area. Some relocation of assets may be required.</p> <p>Scenario C: As Scenario A</p>
Sidmouth to West Bay SAC	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> To maintain the integrity of internationally designated sites and the favourable condition of their interest features. 		<p>Scenarios A, B & C: The continuation of natural landslip and sediment processes is important and would continue to occur as at present.</p>	<p>Scenarios A, B & C: The continuation of natural landslip and sediment processes is important and would continue to occur as at present.</p>	<p>Scenarios A, B & C: The continuation of natural landslip and sediment processes is important and would continue to occur as at present.</p>

PORTLAND BILL TO THORNCOMBE BEACON						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>important issue.</p> <ul style="list-style-type: none"> The SAC includes reference to Annex I Habitat of drift line vegetation, which is reliant on continuation of natural sediment transport processes. 			<p>The cliffs are likely to erode at a greater rate than sea level rise and therefore there is no likely loss of driftline vegetation.</p> <p>NAI would enhance this SAC.</p>	<p>The cliffs are likely to erode at a greater rate than sea level rise and therefore there is no likely loss of driftline vegetation.</p> <p>NAI would enhance this SAC.</p>	<p>The cliffs are likely to erode at a greater rate than sea level rise and therefore there is no likely loss of driftline vegetation.</p> <p>NAI would enhance this SAC.</p>
<p>Dorset and East Devon World Heritage Site, Isle of Portland, Chesil and The Fleet, Burton Bradstock and West Dorset Coast SSSIs (geological)</p>	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs. 		<p>Scenarios A, B & C: Continuation of natural processes is key to the integrity of the Isle of Portland, Chesil and The Fleet, Burton Bradstock and West Dorset Coast SSSIs and WHS, therefore NAI would enhance the earth heritage features.</p>	<p>Scenarios A, B & C: Continuation of natural processes is key to the integrity of the Isle of Portland, Chesil and The Fleet, Burton Bradstock and West Dorset Coast SSSIs and WHS, therefore NAI would enhance the earth heritage features.</p>	<p>Scenarios A, B & C: Continuation of natural processes is key to the integrity of the Isle of Portland, Chesil and The Fleet, Burton Bradstock and West Dorset Coast SSSIs and WHS, therefore NAI would enhance the earth heritage features.</p>
<p>Isle of Portland and West Dorset Coast SSSIs (biological)</p>	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		<p>Scenarios A, B & C: Little or no loss of cliff top limestone grassland habitats.</p>	<p>Scenarios A, B & C: Minimal loss of cliff top limestone grassland habitats to erosion and natural processes.</p>	<p>Scenarios A, B & C: Minimal loss of cliff top limestone grassland habitats to erosion and natural processes.</p>
<p>Chesil Beach and The Fleet SAC, SPA, Ramsar and SSSI (biological)</p>	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenario A: Scenario A may impact on the natural functioning of the beach at Chiswell.</p> <p>Minimal impact on lagoon.</p> <p>West Wear cliffs would be managed over a short length of the coastline.</p> <p>Scenarios B & C: Minimal impact on lagoon over a short timescale.</p>	<p>Scenario A: Scenario A may impact on the natural functioning of the beach at Chiswell.</p> <p>Minimal impact on lagoon.</p> <p>West Wear cliffs would be managed over a short length of the coastline.</p> <p>Scenarios B & C: As Chesil Beach continues its natural trend of landward migration, the net area of the lagoon is likely to reduce (except between Chiswell to Chesil Beach).</p> <p>Natural flushing likely to occur and possibility of becoming an enclosed</p>	<p>Scenario A: Scenario A may impact on the natural functioning of the beach at Chiswell.</p> <p>Minimal impact on lagoon.</p> <p>West Wear cliffs would be managed over a short length of the coastline.</p> <p>Scenarios B & C: As Chesil Beach continues its natural trend of landward migration, the net area of the lagoon is likely to reduce (except between Chiswell to Chesil Beach).</p> <p>Natural flushing likely to occur and possibility of becoming an enclosed lagoon during a significant</p>

PORTLAND BILL TO THORNCOMBE BEACON						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
					lagoon during a significant storm event.	storm event.
Dorset Area of Outstanding Natural Beauty (does not include Portland)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To conserve and enhance AONBs and avoid conflict with AONB Management Plan or Heritage Coast Objectives 		<p>Scenarios A, B & C: Potential change in landscape within AONB.</p>	<p>Scenario A: Potential change in landscape within AONB.</p> <p>Larger defences or more structures may be required to maintain an acceptable standard of flood protection in some areas, thus potentially resulting in a change of views and a change in landscape character.</p> <p>Scenario B: Potential change in landscape character within AONB.</p> <p>Scenario C: As Scenario A</p>	<p>Scenario A: Potential change in landscape within AONB.</p> <p>Larger defences or more structures may be required to maintain an acceptable standard of flood protection in some areas, thus potentially resulting in a change of views and a change in landscape character.</p> <p>Scenario B: Potential change in landscape character within AONB.</p> <p>Potential for unsightly defences and structures as they deteriorate and uncontrolled loss of some AONB characteristic features in some areas.</p> <p>Scenario C: As Scenario A</p>
Scheduled monuments and heritage assets	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. 		<p>Scenarios A, B & C: Abbotsbury Gardens will not be at flood-risk.</p> <p>Potential flood risk to St Peters Abbey Scheduled Monument (SM).</p>	<p>Scenarios A, B & C: Abbotsbury Gardens will not be at flood-risk.</p> <p>Potential flood risk to St Peters Abbey Scheduled Monument (SM).</p>	<p>Scenarios A, B & C: Abbotsbury Gardens will not be at flood-risk.</p> <p>Potential flood risk to St Peters Abbey Scheduled Monument (SM).</p>
Agricultural land	<ul style="list-style-type: none"> Farmland stretches inland from the cliff top, therefore any erosion will affect net area, however this is low-grade farmland (Grade 3 and below). 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		<p>Scenarios A, B & C: Flooding or erosion of predominantly Grade 3 agricultural land.</p> <p>Higher risk of land loss between West Bay and Thorncombe Beacon.</p>	<p>Scenarios A, B & C: Flooding or erosion of predominantly Grade 3 agricultural land.</p> <p>Higher risk of land loss between West Bay and Thorncombe Beacon.</p>	<p>Scenarios A, B & C: Flooding or erosion of predominantly Grade 3 agricultural land.</p> <p>Higher risk of land loss between West Bay and Thorncombe Beacon.</p>
Strategic Highways and Communications Infrastructure	<ul style="list-style-type: none"> A354 that links Ferry Bridge at Portland to Dorchester B3157 that links West Bay to Bridport and Charlestown 	<ul style="list-style-type: none"> To ensure critical road and rail linkages are maintained 		<p>Scenario A: The A354 at Isle of Portland would be generally protected from flooding, with the exception of a small central section</p> <p>The B3157 at West Bay</p>	<p>Scenario A: The A354 at Isle of Portland would be generally protected from flooding, with the exception of a small central section</p>	<p>Scenario A: The A354 at Isle of Portland would be generally protected from flooding, with the exception of a small central section</p> <p>The B3157 at West Bay</p>

PORTLAND BILL TO THORNCOMBE BEACON						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
				would be protected from flooding. Scenario B: Potential 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. Scenario C: As scenario B	The B3157 at West Bay would be protected from flooding. Scenario B: Potential risk of flooding to A354 at Isle of Portland increases. 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. Scenario C: As scenario B	would be protected from flooding. Scenario B: Potential risk of flooding to A354 at Isle of Portland increases. 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. Scenario C: As scenario B
Osprey Quay	<ul style="list-style-type: none"> Proposed 33ha waterfront site in close proximity to Portland Harbour. It will provide 50,000m² 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. 	<ul style="list-style-type: none"> 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 		Scenarios A, B & C: Osprey Quay protected from flooding. No flood-risk to Osprey Quay from the western side at Chiswell or from Portland Harbour side.	Scenarios A, B & C: Osprey Quay protected from flooding. No flood-risk to Osprey Quay from the western side at Chiswell or from Portland Harbour side.	Scenarios A, B & C: Osprey Quay protected from flooding. No flood-risk to Osprey Quay from the western side at Chiswell or from Portland Harbour side.
Historic landfill site	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To prevent pollution from contaminated sources 		Scenarios A, B & C: Old Brewery landfill site at risk of flooding.	Scenarios A, B & C: Old Brewery landfill site at risk of flooding.	Scenarios A, B & C: Old Brewery landfill site at risk of flooding.

THORNCOMBE BEACON TO BEER HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)

THORNCOMBE BEACON TO BEER HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Seatown	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Scenario A: A hold the line policy will protect tourist facilities from erosion and flood-risk.</p> <p>Seatown car park will be protected from flooding.</p> <p>Area of properties (including a public house) adjacent to Seahill Lane will be protected from erosion.</p> <p>Scenario B: Seatown car park at flood-risk.</p> <p>Area of properties (including a public house) adjacent to Seahill Lane at risk of erosion.</p> <p>Scenario C: As for Scenario A</p>	<p>Scenarios A & B: Loss of tourist facilities due to erosion and flood-risk.</p> <p>Seatown car park at flood-risk.</p> <p>Area of properties (including a public house) adjacent to Seahill Lane at risk of erosion.</p> <p>Scenario C: A hold the line policy will protect tourist facilities from erosion and flood-risk.</p> <p>Seatown car park will be protected from flooding.</p> <p>Area of properties (including a public house) adjacent to Seahill Lane will be protected from erosion.</p>	<p>Scenarios A & B: Loss of tourist facilities (including part of Seatown Caravan Park) due to erosion and flood-risk.</p> <p>Seatown car park at flood-risk.</p> <p>Area of properties (including a public house) adjacent to Seahill Lane at risk of erosion.</p> <p>Properties on Mill Lane also at risk of erosion.</p> <p>Scenario C: A hold the line policy will protect tourist facilities from erosion and flood-risk.</p> <p>Seatown car park will be protected from flooding.</p> <p>Area of properties (including a public house) adjacent to Seahill Lane will be protected from erosion.</p>
Charmouth	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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). 	<p>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.</p>	<p>Scenarios A, B & C: Protection of community facilities and properties from flooding from the coast where existing defences are maintained. Potential for flooding from River Char, and cliff recession to the west of the existing defences would still pose a risk to property and infrastructure.</p> <p>Protection of car park from flooding and erosion on Lower Sea Lane and beach access.</p> <p>Protection of properties in</p>	<p>Scenario A: Protection of community facilities and properties from flooding from the coast. Potential for flooding from River Char, and cliff recession to the west of the existing defences would still pose a risk to property and infrastructure.</p> <p>Protection of car park from flooding and erosion on Lower Sea Lane and beach access.</p> <p>Protection of properties in Lower Sea Lane from</p>	<p>Scenarios A & B: Potential 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.</p> <p>Flood and erosion risk to car park on Lower Sea Lane and beach access.</p> <p>Coastal erosion may affect properties in and around Lower Sea Lane, Higher Sea Lane and Old Lyme Round.</p> <p>The changes above would be dependent on the location of managed</p>

THORNCOMBE BEACON TO BEER HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
				Lower Sea Lane from erosion.	<p>erosion.</p> <p>Scenario B: 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.</p> <p>Potential flood and erosion risk to car park on Lower Sea Lane and beach access dependent on location of managed realignment.</p> <p>Coastal erosion may affect properties in and around Lower Sea Lane, Higher Sea Lane and Old Lyme Round.</p> <p>Scenario C: Protection of community facilities and properties from flooding from the coast. Potential for flooding from River Char, and cliff recession to the west of the existing defences would still pose a risk to property and infrastructure.</p> <p>Protection of car park from flooding and erosion on Lower Sea Lane and beach access.</p> <p>Protection of properties in Lower Sea Lane from erosion.</p>	<p>realignment.</p> <p>Scenario C: Protection of community facilities and properties from flooding from the coast. Potential for flooding from River Char would be reduced, although cliff recession to the west of the existing defences would still pose a risk to property and infrastructure in this area.</p> <p>Protection of car park from flooding and erosion on Lower Sea Lane and beach access.</p> <p>Protection of properties in Lower Sea Lane from erosion.</p>
Lyme Regis	<ul style="list-style-type: none"> 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 is an important attraction 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, 	<ul style="list-style-type: none"> 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 		<p>Scenarios A, B & C:</p> <p>Protection of tourist facilities on the seafront (e.g. aquarium) from flooding.</p> <p>Protection of properties along the seafront and at East Cliff from flooding and erosion.</p> <p>Protection of marine parade and low-lying beach huts</p>	<p>Scenario A: Protection of tourist facilities on the seafront (e.g. aquarium) from flooding.</p> <p>Protection of properties along the seafront and at East Cliff and Church Street from flooding and erosion.</p> <p>Protection of marine parade and low-lying</p>	<p>Scenario A: Protection of tourist facilities on the seafront (e.g. aquarium) from flooding.</p> <p>Scenario B: Potential loss of some properties along East Cliff and Church Street from erosion.</p> <p>Protection of tourist facilities on the seafront (e.g. aquarium) from</p>

THORNCOMBE BEACON TO BEER HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>therefore access to the beach is a key issue.</p> <ul style="list-style-type: none"> 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. 	<p>linkages are maintained.</p> <ul style="list-style-type: none"> To ensure critical services remain operational. To minimise the impact of policies on marine operations and activities 		<p>from erosion and a reduced risk of flooding.</p> <p>A hold the line policy has the potentially to adversely impact on the tourism industry associated with fossil hunting.</p>	<p>beach huts from erosion and a reduced risk of flooding.</p> <p>A hold the line policy has the potentially to adversely impact on the tourism industry associated with fossil hunting.</p> <p>Scenarios B: Potential loss of some properties at East Cliff and Church Street from erosion.</p> <p>Protection of tourist facilities on the seafront (e.g. aquarium) from flooding.</p> <p>Scenario C: as for A</p>	<p>flooding.</p> <p>Scenario C: Protection of properties along the seafront and at East Cliff and Church Street from flooding and erosion.</p> <p>Protection of tourist facilities on the seafront (e.g. aquarium) from flooding.</p>
Tourist facilities	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss due to erosion of key community, recreational and amenity 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. 		<p>Scenario A: Loss of some areas of the South West Coastal Path due to erosion, particularly on the eastern side of Lyme Regis (except Charmouth).</p> <p>Potential erosion risk to South West Coastal Path and loss of some tourist facilities.</p> <p>Scenario B: Loss of some areas of the South West Coastal Path due to erosion, particularly on the eastern side of Lyme Regis (except Charmouth).</p> <p>Scenario C: Loss of some areas of the South West Coastal Path due to erosion, particularly on the eastern side of Lyme Regis (except Charmouth).</p>	<p>Scenario A: Loss of some areas of the South West Coastal Path due to erosion, particularly on the eastern side of Lyme Regis.</p> <p>Loss of some holes of Lyme Regis Golf Course.</p> <p>Potential erosion risk to South West Coastal Path and loss of some tourist facilities.</p> <p>Scenario B: Loss of some areas of the South West Coastal Path due to erosion, particularly on the eastern side of Lyme Regis.</p> <p>Potential loss of some holes of Lyme Regis Golf Course.</p> <p>Potential erosion risk to and loss of some tourist facilities.</p> <p>Scenario C: Loss of some areas of the South West Coastal Path due to erosion, particularly on</p>	<p>Scenario A: Loss of some areas of the South West Coastal Path due to erosion, particularly on the eastern side of Lyme Regis.</p> <p>Partial loss of Lyme Regis Golf Course due to coastal erosion and potential loss of the Golf Club in the long-term.</p> <p>Potential erosion risk to South West Coastal Path and loss of some tourist facilities.</p> <p>Scenario B: Loss of some areas of the South West Coastal Path due to erosion, particularly on the eastern side of Lyme Regis.</p> <p>Partial loss of small area Lyme Regis Golf Course due to coastal erosion.</p> <p>Potential erosion risk to and loss of some tourist facilities.</p> <p>Scenario C: Loss of some areas of the South West Coastal Path due to erosion, particularly on the</p>

THORNCOMBE BEACON TO BEER HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
					the eastern side of Lyme Regis (except Charmouth) Potential loss of some holes of Lyme Regis Golf Course.	eastern side of Lyme Regis (except Charmouth). Partial loss of small area Lyme Regis Golf Course due to coastal erosion.
Sidmouth to West Bay SAC	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To maintain the integrity of internationally designated sites and the favourable condition of their interest features. 		Scenarios A, B & C: The continuation of natural landslip and sediment processes is important and therefore NAI in most areas would continue to maintain this SAC.	Scenarios A, B & C: The continuation of natural landslip and sediment processes is important and therefore NAI in most areas would continue to maintain this SAC.	Scenarios A, B & C: The continuation of natural landslip and sediment processes is important and therefore NAI in most areas would continue to maintain this SAC.
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)	<ul style="list-style-type: none"> 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. 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. 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs. 		Scenarios A, B & C: Continuation of natural processes is key to the continued favourable condition of the SSSIs and WHS, therefore NAI would continue to maintain these features. Holding the line in some areas (e.g. at Seatown for scenario A & C) may prevent erosion of the geological features.	Scenarios A, B & C: Continuation of natural processes is key to the continued favourable condition of the SSSIs and WHS, therefore NAI would continue to maintain these features. Holding the line in some areas may prevent erosion of the geological features.	Scenarios A, B & C: Continuation of natural processes is key to the continued favourable condition of the SSSIs and WHS, therefore NAI would continue to maintain these features. Holding the line in some areas may prevent erosion of the geological features.

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Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
West Dorset Coast and Axmouth to Lyme Regis Undercliffs and Sidmouth to Beer Coast SSSIs (biological) and Axmouth to Lyme Regis Undercliffs NNR	<ul style="list-style-type: none"> West Dorset Coast is classified for its rare herb-rich cliff-top grasslands, and the net area could be reduced due to coastal erosion. Lyme Regis Undercliffs biological SSSI includes habitats developed on the landslide complex, including seaweed vegetation at the beach/cliff top interface. 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: Continuation of natural processes is key to the continued favourable condition of the SSSIs.</p> <p>The net area of cliff/ledge top grassland habitats may be reduced in some areas.</p>	<p>Scenarios A, B & C: Continuation of natural processes is key to the continued favourable condition of the SSSIs.</p> <p>The net area of cliff/ledge top grassland habitats may be reduced in some areas.</p>	<p>Scenarios A, B & C: Continuation of natural processes is key to the continued favourable condition of the SSSIs.</p> <p>The net area of cliff/ledge top grassland habitats may be reduced in some areas.</p>
Dorset Area of Outstanding Natural Beauty	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To conserve and enhance AONBs and avoid conflict with AONB Management Plan or Heritage Coast Objectives 		<p>Scenarios A, B & C: Change in landscape character of AONB in some areas.</p>	<p>Scenarios A, B & C: Change in landscape character of AONB in some areas.</p>	<p>Scenarios A, B & C: Change in landscape character of AONB in some areas.</p> <p>Potential for unsightly structures as coastline retreats.</p>
Scheduled monuments and heritage assets	<ul style="list-style-type: none"> There is a number of listed buildings and archaeological sites along this stretch, particularly within Lyme Regis. There are three scheduled monuments at risk in the vicinity of Golden Cap including the remains of St Gabriel's church. There is also a scheduled monument in Lyme Regis. There is a number of listed buildings and archaeological sites along this stretch. This stretch of coast includes Rousdon Grade II Registered Parks and Gardens and Axmouth Bridge scheduled monument. 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. 		<p>Scenarios A, B & C: Flood and erosion risk to Grade I and Grade 2 listed buildings, predominantly at Lyme Regis, Seaton and Beer.</p> <p>Loss of approximately 0.5km length of frontage of Rousdon Registered Park and Garden.</p> <p>Potential loss of up to 1 scheduled monument: Axmouth SM.</p>	<p>Scenarios A, B & C: Flood and erosion risk to Grade I and Grade 2 listed buildings, predominantly at Lyme Regis, Seaton and Beer.</p> <p>Loss of approximately 0.5km length of frontage of Rousdon Registered Park and Garden.</p> <p>Potential loss of up to 1 scheduled monument: Axmouth SM.</p>	<p>Scenarios A, B & C: Flood and erosion risk to Grade I and Grade 2 listed buildings, predominantly at Lyme Regis, Seaton and Beer.</p> <p>Loss of approximately 0.5km length of frontage of Rousdon Registered Park and Garden.</p> <p>Potential loss of up to 1 scheduled monument: Axmouth SM.</p>
Agricultural land	<ul style="list-style-type: none"> Farmland stretches inland from the cliff top, therefore any erosion will affect net area, however this is low-grade farmland (Grade 3 and below). 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		<p>Scenarios A, B & C: Loss of Grades 3 and 4 agricultural land due to flooding and erosion.</p>	<p>Scenarios A, B & C: Loss of Grades 3 and 4 agricultural land due to flooding and erosion.</p>	<p>Scenarios A, B & C: Loss of Grades 3 and 4 agricultural land due to flooding and erosion.</p>
Infrastructure	<ul style="list-style-type: none"> A35 A3052 	<ul style="list-style-type: none"> 		<p>Scenarios A, B & C: Flood risk and coastal erosion of the A3052.</p> <p>The A35 is unlikely to be affected in the short-term.</p>	<p>Scenarios A, B & C: Flood risk and coastal erosion of A35, the Street, and A3052.</p>	<p>Scenarios A, B & C: Flood risk and coastal erosion of A35, the Street, and A3052.</p>

THORNCOMBE BEACON TO BEER HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Isolated cliff top properties	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss of property due to erosion. 		<p>Scenarios A & B: Potential loss of some isolated cliff properties due to coastal erosion and flooding at Seaton and Beer.</p> <p>Scenario C: Potential loss of some isolated cliff properties due to coastal erosion and flooding. Protection of properties on Old Beer Road and High Cliff Road at Seaton from erosion.</p>	<p>Scenarios A & B: Potential loss of some isolated cliff properties due to coastal erosion and flooding at Seaton and Beer.</p> <p>Scenario C: Potential loss of some isolated cliff properties due to coastal erosion and flooding. Protection of properties on Old Beer Road and High Cliff Road at Seaton from erosion.</p>	<p>Scenarios A & B: Potential loss of some isolated cliff properties due to coastal erosion and flooding at Seaton and Beer.</p> <p>Scenario C: Potential loss of some isolated cliff properties due to coastal erosion and flooding. Protection of properties on Old Beer Road and High Cliff Road at Seaton from erosion.</p>
Seaton	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: Erosion of Esplanade and Lyme Bay frontage and flooding of B3172 Harbour Road.</p>	<p>Scenarios A, B & C: Erosion of Esplanade and Lyme Bay frontage and flooding of B3172 Harbour Road.</p>	<p>Scenarios A, B & C: Erosion of Esplanade and Lyme Bay frontage and flooding of B3172 Harbour Road.</p>
Beer	<ul style="list-style-type: none"> 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 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. 	<ul style="list-style-type: none"> 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 linkages are maintained. To minimise the impact of policies on marine operations and activities. 		<p>Scenarios A, B & C: Flooding of Fore Street and flood/erosion-risk to properties and the B3172 Common Lane.</p>	<p>Scenarios A, B & C: Flooding of Fore Street and flood/erosion-risk to properties and the B3172 Common Lane.</p>	<p>Scenarios A, B & C: Flooding of Fore Street and flood/erosion-risk to properties and the B3172 Common Lane.</p>
Axe Estuary	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Refer to the Axe Estuary Management Plan and relevant SMP 		<p>Scenarios A, B & C: Seaton protected from flooding. Protection of Axmouth</p>	<p>Scenarios A, B & C: Seaton protected from flooding.</p>	<p>Scenarios A, B & C: Seaton protected from flooding. Protection of Axmouth</p>

THORNCOMBE BEACON TO BEER HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>levels in the Seaton area to create reedbed.</p> <ul style="list-style-type: none"> There are important Palaeolithic gravel terraces at Axe (around Beer Head). 			Harbour.	Protection of Axmouth Harbour. Opportunities for wetland habitat creation.	Harbour. Opportunities for wetland habitat creation.
Historic landfill sites	<ul style="list-style-type: none"> 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 Spittles 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. 	<ul style="list-style-type: none"> To prevent pollution from contaminated sources 		<p>Scenarios A, B & C: Manor Farm landfill, land south of Charleston Farm and extension to land south of Charleston landfills protected from flooding</p> <p>Refuse tip east of Spittles Lane at risk of erosion.</p> <p>Former gas holder site at Lyme Regis protected from erosion.</p>	<p>Scenarios A & C: Manor Farm landfill, land south of Charleston Farm and extension to land south of Charleston landfills protected from flooding.</p> <p>Refuse tip east of Spittles Lane at risk of erosion.</p> <p>Former gas holder site at Lyme Regis protected from erosion.</p> <p>Scenario B: Manor Farm landfill, land south of Charleston Farm and extension to land south of Charleston landfills at risk from flooding (depending on location of managed realignment).</p> <p>Refuse tip east of Spittles Lane at risk of erosion.</p> <p>Former gas holder site at Lyme Regis protected from erosion.</p>	<p>Scenario A: Manor Farm landfill, land south of Charleston Farm and extension to land south of Charleston landfills protected from flooding.</p> <p>Refuse tip east of Spittles Lane at risk of erosion.</p> <p>Former gas holder site at Lyme Regis protected from erosion.</p> <p>Scenarios B & C: Manor Farm landfill, land south of Charleston Farm and extension to land south of Charleston landfills at risk from flooding (depending on location of managed realignment).</p> <p>Refuse tip east of Spittles Lane at risk of erosion.</p> <p>Former gas holder site at Lyme Regis protected from erosion.</p>

BEER HEAD TO OTTERTON LEDGE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Isolated cliff top properties	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss of property due to erosion. 	<p>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.</p> <p>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.</p> <p>Generally sediment linkages along this</p>	Scenarios A & B: Potential for the loss of some isolated cliff top properties at Chit Rocks near Sidmouth and at Branscombe (e.g. hotel) due to coastal erosion.	Scenarios A & B: Potential for the loss of some isolated cliff top properties at Chit Rocks near Sidmouth and at Branscombe (e.g. hotel) due to coastal erosion.	Scenarios A & B: Potential for the loss of some isolated cliff top properties including at Chit Rocks near Sidmouth, at Branscombe (e.g. hotel) and at Ladram Bay due to coastal erosion.
Branscombe Beach	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 		Scenarios A & B: Potential for the loss of properties along Branscombe beach due to flooding and erosion. Sewage works remain unaffected.	Scenarios A & B: Potential for the loss of properties along Branscombe beach due to flooding. Potential for the loss of the caravan park, recreational facilities, and	Scenarios A & B: 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

BEER HEAD TO OTTERTON LEDGE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>single access road to the beach.</p> <ul style="list-style-type: none"> A sewage works lies behind the beach car-park. 	operational.	<p>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.</p> <p>The National Trust owns land from Branscombe to Sidmouth.</p>		<p>tourist car park due to flooding.</p> <p>Sewage works remain unaffected.</p>	<p>park due to erosion and flooding.</p> <p>Sewage works remain unaffected.</p>
Sidmouth	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A & B: Protection of the resort of Sidmouth including road linkages (The Esplanade) that runs along Sidmouth's sea frontage east to west.</p>	<p>Scenarios A & B: Protection of the resort of Sidmouth including road linkages (The Esplanade) that runs along Sidmouth's sea frontage east to west.</p>	<p>Scenarios A & B: Protection of the resort of Sidmouth including road linkages (The Esplanade) that runs along Sidmouth's sea frontage east to west.</p> <p>Protection of community and recreation facilities.</p>
Ladram Bay	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> To avoid loss of property due to erosion. To ensure critical services remain operational. 		<p>Scenarios A & B: Limited loss of assets.</p>	<p>Scenarios A & B: Potential for the loss of properties at Ladram Bay Caravan park due to flooding and erosion.</p>	<p>Scenarios A & B: Potential for the loss of properties at Ladram Bay Caravan park due to flooding and erosion.</p>
Tourist facilities	<ul style="list-style-type: none"> There is a number of beach access points. The South West Coast Path runs along the most of this frontage – but there is potential for this to be relocated. Various stretches of cliff are currently owned by the National Trust. 	<ul style="list-style-type: none"> To avoid loss due to erosion of key community, recreational and amenity facilities. 		<p>Scenarios A & B: There is potential for the loss of community/tourism recreational assets within the section:</p> <ul style="list-style-type: none"> - Loss of beach access/sea frontage at Sidmouth 	<p>Scenarios A & B: There is potential for the loss of community/tourism recreational assets within the section:</p> <ul style="list-style-type: none"> - 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 	<p>Scenarios A & B: There is potential for the loss of community/tourism recreational assets within the section:</p> <ul style="list-style-type: none"> - 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

BEER HEAD TO OTTERTON LEDGE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Sidmouth to West Bay SAC	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To maintain the integrity of internationally designated sites and the favourable condition of their interest features. 		<p>Scenarios A & B: The continuation of natural landslip and sediment processes is important and therefore NAI would continue to maintain this SAC.</p>	<p>Scenarios A & B: The continuation of natural landslip and sediment processes is important and therefore NAI would continue to maintain this SAC.</p>	<p>Scenarios A & B: The continuation of natural landslip and sediment processes is important and therefore NAI would continue to maintain this SAC.</p>
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)	<ul style="list-style-type: none"> 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. Beer Quarry and Caves SSSI are designated for its exposure of clay-filled chalk pipes. 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs. 		<p>Scenarios A & B: Continuation of natural erosive processes is important for maintaining World Heritage Sites and SSSIs. NAI would allow natural processes to continue unhindered.</p> <p>HTL in some areas (e.g. at Sidmouth) has the potential to adversely affect these features.</p>	<p>Scenarios A & B: Continuation of natural erosive processes is important for maintaining World Heritage Sites and SSSIs. NAI would allow natural processes to continue unhindered.</p> <p>HTL in some areas (e.g. at Sidmouth) has the potential to adversely affect these features.</p>	<p>Scenarios A & B: Continuation of natural erosive processes is important for maintaining World Heritage Sites and SSSIs. NAI would allow natural processes to continue unhindered.</p> <p>HTL in some areas (e.g. at Sidmouth) has the potential to adversely affect these features.</p>
Sidmouth to Beer Coast and Beer Quarry and Caves SSSIs (biological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		<p>Scenarios A & B: 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.</p> <p>No change to Beer Quarry and Caves SSSI.</p>	<p>Scenarios A & B: 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.</p> <p>No change to Beer Quarry and Caves SSSI.</p>	<p>Scenarios A & B: 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.</p> <p>No change to Beer Quarry and Caves SSSI.</p>
East Devon Area of Outstanding Natural Beauty	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To conserve and enhance AONBs and avoid conflict with AONB Management Plan or Heritage Coast Objectives 		<p>Scenarios A & B: Potential changes to the landscape character of the AONB.</p>	<p>Scenarios A & B: Changes to the landscape character of the AONB.</p>	<p>Scenarios A & B: Changes to the landscape character of the AONB.</p>

BEER HEAD TO OTTERTON LEDGE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Scheduled monuments and heritage assets	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. 		<p>Scenarios A & B: Flood and erosion risk to Grade 2 and 3 listed buildings.</p> <p>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.</p> <p>Potential partial loss of Connaught Registered Park and Garden due to flooding and erosion.</p>	<p>Scenarios A & B: Flood and erosion risk to Grade 2 and 3 listed buildings.</p> <p>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.</p> <p>Potential partial loss of Connaught Registered Park and Garden due to flooding and erosion.</p>	<p>Scenarios A & B: Flood and erosion risk to Grade 2, 3, and potentially 1, listed buildings.</p> <p>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.</p> <p>Potential partial loss of Connaught Registered Park and Garden due to flooding and erosion.</p>
Agricultural land	<ul style="list-style-type: none"> Farmland stretches inland from the cliff top, therefore any erosion will affect net area, however this is low-grade farmland (Grade 3 and below). 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		<p>Scenarios A & B: No loss of agricultural land in the short-term.</p>	<p>Scenarios A & B: Loss of Grade 3 and 4 Agricultural land</p>	<p>Scenarios A & B: Loss of Grade 3 and 4 Agricultural land</p>

OTTERTON LEDGE TO STRAIGHT POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Budleigh Salterton	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 	<p>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.</p> <p>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.</p>	<p>Scenario A: Protection of properties and road linkage in from erosion and flooding, particularly surrounding the seafront in the eastern part of the town which is fronted by the promenade. The western part of the town would remain at risk of erosion, with potential loss of cliff top properties and local roads.</p>	<p>Scenario A: Protection of properties and road linkage in from erosion and flooding, particularly surrounding the seafront in the eastern part of the town which is fronted by the promenade. The western part of the town would remain at risk of erosion, with potential loss of cliff top properties and local roads.</p> <p>Loss of land between Budleigh and Straight point, potentially of recreational value.</p>	<p>Scenario A: Protection of properties and road linkage in from erosion and flooding, particularly surrounding the seafront in the eastern part of the town which is fronted by the promenade. The western part of the town would remain at risk of erosion, with potential loss of cliff top properties and local roads.</p> <p>Loss of land between Budleigh and Straight point, potentially of recreational value.</p>
Tourist facilities	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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, 	<p>The National Trust does not own any land along this stretch of coastline.</p>	<p>Scenario A: Limited impact on tourist facilities.</p> <p>Potential loss of a small area of East Devon Golf Course.</p> <p>Potential loss of parts of the</p>	<p>Scenario A: Potential for the loss of tourist facilities particularly Devon Cliffs Holiday park.</p>	<p>Scenario A: Potential for the loss of tourist facilities particularly Devon Cliffs Holiday park.</p> <p>Potential loss of a small area</p>

OTTERTON LEDGE TO STRAIGHT POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>fairways are potentially at risk, although the main buildings are located further inland.</p> <ul style="list-style-type: none"> 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. 	<p>commercial and economic assets and activities.</p>		South-West Coastal Path.	<p>Potential loss of a small area of East Devon Golf Course.</p> <p>Potential loss of parts of the South-West Coastal Path.</p>	<p>of East Devon Golf Course.</p> <p>Potential loss of parts of the South-West Coastal Path.</p>
Dorset and East Devon World Heritage Site and Budleigh Salterton Cliffs and Otter Estuary SSSIs (geological)	<ul style="list-style-type: none"> 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 Ottertton Point is an important fossil location, therefore continued exposure is a key issue. 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs. 		<p>Scenario A: NAI would allow natural erosion to continue and would therefore maintain the World Heritage Site and its geological SSSIs.</p> <p>However, a policy to Hold the Line at Budleigh Salterton has the potential to adversely impact on the geological features.</p>	<p>Scenario A: NAI would allow natural erosion to continue and would therefore maintain the World Heritage Site and its geological SSSIs.</p> <p>However, a policy to Hold the Line at Budleigh Salterton has the potential to adversely impact on the geological features.</p>	<p>Scenario A: NAI would allow natural erosion to continue and would therefore maintain the World Heritage Site and its geological SSSIs.</p> <p>However, a policy to Hold the Line at Budleigh Salterton has the potential to adversely impact on the geological features.</p>
Otter Estuary SSSI (biological)	<ul style="list-style-type: none"> Otter Estuary SSSI supports saltmarsh communities and is important for breeding and overwintering birds. Future erosion could result in loss of saltmarsh area. There are opportunities for managed realignment in the Otter Estuary. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		<p>Scenario A: Potential change in intertidal habitat at the mouth of Otter Estuary. Likely increase in intertidal habitat resulting from managed realignment and/or NAI policies.</p> <p>Potential loss of some intertidal habitat due to erosion and scouring from changes in coastal processes.</p>	<p>Scenario A: Potential change in intertidal habitat at the mouth of Otter Estuary. Likely increase in intertidal habitat resulting from managed realignment and/or NAI policies.</p> <p>Potential loss of some intertidal habitat due to erosion and scouring from changes in coastal processes.</p>	<p>Scenario A: Potential change in intertidal habitat at the mouth of Otter Estuary. Likely increase in intertidal habitat resulting from managed realignment and/or NAI policies.</p> <p>Potential loss of some intertidal habitat due to erosion and scouring from changes in coastal processes.</p>
East Devon Area of Outstanding Natural Beauty	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To conserve and enhance AONBs and avoid conflict with AONB Management Plan or Heritage Coast Objectives 		<p>Scenario A: NAI is unlikely to affect the character of the AONB.</p> <p>Holding the Line at Budleigh has the potential to result in changes in the landscape character.</p>	<p>Scenario A: Potential for changes in the character of the AONB.</p> <p>Holding the Line at Budleigh has the potential to result in changes in the landscape character.</p>	<p>Scenario A: Changes in the character of the AONB.</p> <p>Holding the Line at Budleigh has the potential to result in changes in the landscape character.</p>
Scheduled monuments and heritage assets	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. 		<p>Scenario A: Flood and erosion risk to Grade 2 Listed buildings predominantly in Budleigh Salterton.</p>	<p>Scenario A: Flood and erosion risk to Grade 2 Listed buildings predominantly in Budleigh Salterton.</p>	<p>Scenario A: Flood and erosion risk to Grade 2 Listed buildings predominantly in Budleigh Salterton.</p>

OTTERTON LEDGE TO STRAIGHT POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Agricultural land	<ul style="list-style-type: none"> There is some cliff top farmland and any erosion will affect net area, however this is low-grade farmland (Grade 3 and below). 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		Scenario A: Loss of a small area of Grade 3 and 4 agricultural land due to erosion and flooding.	Scenario A: Loss of a small portion of grade 3 and 4 agricultural land. Area is predominantly urban or non-agricultural.	Scenario A: Loss of a small portion of grade 3 agricultural land. Area is predominantly urban or non-agricultural.
Straight Point MoD Ranges	<ul style="list-style-type: none"> Net area of range could be affected by erosion, but functionality should not be affected. 	<ul style="list-style-type: none"> To ensure MoD ranges remain operational. 		Scenario A: Small area of ranges lost due to erosion.	Scenario A: Small area of ranges lost due to erosion.	Scenario A: Small area of ranges lost due to erosion.
Historic landfill site	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To prevent pollution from contaminated sources 		Scenario A: One historic landfill site at risk of flooding in the Otter Estuary.	Scenario A: One historic landfill site at risk of flooding in the Otter Estuary.	Scenario A: 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	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Exmouth	<ul style="list-style-type: none"> 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). 	<ul style="list-style-type: none"> 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. 	<p>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.</p> <p>The coastline is characterised by cliffs of outstanding landscape and geological value, therefore a key consideration will be the conservation of this asset.</p> <p>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.</p> <p>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</p>	<p>Scenarios A & C: Protection of property, and commercial and economic assets in Exmouth particularly around The Point including a marina.</p> <p>Protection of Queens Drive &The Esplanade along the seafront.</p>	<p>Scenarios A & C: Protection of property, and commercial and economic assets in Exmouth particularly around The Point including a marina.</p> <p>Protection of Queens Drive &The Esplanade along the seafront.</p> <p>Potential for wetland habitat creation at The Maer.</p>	<p>Scenarios A & C: Protection of property, and commercial and economic assets in Exmouth particularly around The Point including a marina.</p> <p>Protection of Queens Drive &The Esplanade along the seafront.</p> <p>Potential for wetland habitat creation at The Maer.</p>

STRAIGHT POINT TO HOLCOMBE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Exe Estuary	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 	<p>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.</p> <p>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.</p>	<p>Scenarios A & C: Protection of the railway connections: Coastline to South Exminster from flooding.</p> <p>Protection of the Commando Training Centre from flooding.</p> <p>Protection of the A376 due from fluvial flooding at Exton.</p> <p>Protection of infrastructure including a sewage works from flooding.</p>	<p>Scenarios A & C: Protection of the railway connections: Coastline to South Exminster from flooding.</p> <p>Protection of the Commando Training Centre from flooding.</p> <p>Protection of the A376 due from fluvial flooding at Exton.</p> <p>Protection of infrastructure including a sewage works from flooding.</p>	<p>Scenarios A & C: Protection of the railway connections: Coastline to South Exminster from flooding.</p> <p>Protection of the Commando Training Centre from flooding.</p> <p>Protection of the A376 due from fluvial flooding at Exton.</p> <p>Protection of infrastructure including a sewage works from flooding.</p>
Topsham	<ul style="list-style-type: none"> This town is vulnerable to fluvial flooding as bank maintenance has been withdrawn in this area. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A & C: Protection of residential and commercial properties, and community and recreational facilities.</p> <p>Risk of flooding of agricultural land between Clyst Bridge to the Railway from a managed realignment option.</p>	<p>Scenarios A & C: Protection of residential and commercial properties, and community and recreational facilities.</p> <p>Risk of flooding of agricultural land between Clyst Bridge to the Railway from a managed realignment option.</p>	<p>Scenarios A & C: Protection of residential and commercial properties, and community and recreational facilities.</p> <p>Risk of flooding of agricultural land between Clyst Bridge to the Railway from a managed realignment option.</p>
Powderham	<ul style="list-style-type: none"> A small village on the west bank of the River Exe supporting both visitor and community facilities including a church, Powderham Deer Park, 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A & C: Protection of Powderham from flooding/ erosion including Powderham yacht club, Deer park and castle.</p> <p>Protection of agricultural land adjacent to the estuary from flooding/erosion.</p> <p>No flood-risk to Exminster Marshes is including the mainline railway.</p>	<p>Scenario A: Some areas to the north of Powderham may be at risk of flooding/ erosion (depending on the location of managed realignment) but Powderham yacht club, Deer park and castle would be protected from flooding/erosion.</p> <p>Some loss of agricultural land adjacent to the estuary from flooding/erosion.</p> <p>Potential flood-risk to Exminster Marshes including the mainline railway.</p> <p>Scenario C: Protection of</p>	<p>Scenario A: Some areas to the north of Powderham may be at risk of flooding/ erosion (depending on the location of managed realignment) but Powderham yacht club, Deer park and castle would be protected from flooding/erosion.</p> <p>Some loss of agricultural land adjacent to the estuary from flooding/erosion.</p> <p>Potential flood-risk to Exminster Marshes including the mainline railway.</p> <p>Scenario C: Protection of Powderham from flooding/ erosion including</p>

STRAIGHT POINT TO HOLCOMBE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
					Powderham from flooding/ erosion including Powderham yacht club, Deer park and castle. Protection of agricultural land adjacent to the estuary from flooding/erosion. No flood-risk to Exminster Marshes is including the mainline railway.	Powderham yacht club, Deer park and castle. Protection of agricultural land adjacent to the estuary from flooding/erosion. No flood-risk to Exminster Marshes is including the mainline railway.
Dawlish Warren	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		Scenarios A & C: Protection of properties along the seafront: facilities for tourists/ economic/ commercial assets from flooding and erosion. Protection of Warren golf Course. Protection of a hotel near Langstone Rock, Dawlish Warren from flooding/erosion.	Scenario A: Risk of flooding/erosion and loss of facilities for tourists/ economic/ commercial assets. Risk of flooding/ erosion of Warren golf Course. Protection of a hotel near Langstone Rock, Dawlish Warren from flooding/erosion. Scenarios B and C: as above	Scenario A: 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. Protection of a hotel near Langstone Rock, Dawlish Warren from flooding/erosion. Scenarios B and C: as above
Dawlish	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		Scenarios A & C: Protection of the A379. Mainline railway along the seafront at Dawlish remains protected by its embankment.	Scenarios A & C: Protection of the A379. Mainline railway along the seafront at Dawlish remains protected by its embankment. Protection of properties along the seafront.	Scenarios A & C: Protection of the A379. Mainline railway along the seafront at Dawlish remains protected by its embankment. Protection of properties along the seafront.

STRAIGHT POINT TO HOLCOMBE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Tourist facilities	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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. 		<p>Scenario A & C: Limited impacts on tourist facilities.</p>	<p>Scenario A: Potential loss of parts of South West Coastal Path (e.g. between Straight Point and Orcombe Rocks and at Dawlish Warren) due to erosion.</p> <p>People, properties and facilities at risk from erosion at the Devon Cliffs Holiday Park</p> <p>Hotel facilities at risk from flooding/erosion near Dawlish Warren.</p> <p>Scenario C: Potential loss of parts of South West Coastal Path (e.g. between Straight Point and Orcombe Rocks) due to erosion.</p> <p>People, properties and facilities at risk from erosion at the Devon Cliffs Holiday Park</p>	<p>Scenario A: Potential loss of parts of South West Coastal Path (e.g. between Straight Point and Orcombe Rocks) due to erosion.</p> <p>People, properties and facilities at risk from erosion at the Devon Cliffs Holiday Park</p> <p>Hotel facilities at risk from flooding/ erosion near Dawlish Warren.</p> <p>Scenario C: Potential loss of parts of South West Coastal Path (e.g. between Straight Point and Orcombe Rocks) due to erosion.</p> <p>People, properties and facilities at risk from erosion at the Devon Cliffs Holiday Park</p> <p>Protection of hotel facilities from flooding/ erosion near Dawlish Warren.</p>
Dorset and East Devon World Heritage Site, Exe Estuary, Dawlish Cliffs SSSIs (geological)	<ul style="list-style-type: none"> 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). 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout World Heritage Site and geological SSSIs. 		<p>Scenario A & C: Holding the line along much of this coastal section (except between Straight Point and Orcombe Rocks) has the potential to affect the WHS and geological SSSIs.</p>	<p>Scenario A: Holding the line along much of this coastal section (except between Straight Point and Orcombe Rocks and at Dawlish Warren) has the potential to affect the WHS and geological SSSIs.</p> <p>Scenario C: Holding the line along much of this coastal section (except between Straight Point and Orcombe Rocks) has the potential to affect the WHS and geological SSSIs.</p>	<p>Scenario A: Holding the line along much of this coastal section (except between Straight Point and Orcombe Rocks and at Dawlish Warren) has the potential to affect the WHS and geological SSSIs.</p> <p>Scenario C: Holding the line along much of this coastal section (except between Straight Point and Orcombe Rocks) has the potential to affect the WHS and geological SSSIs.</p>
Dawlish Warren SAC, SSSI, NNR and LNR (biological)	<ul style="list-style-type: none"> Designated for embryonic shifting dunes, shifting dunes along the shoreline with <i>Ammophila arenaria</i>, fixed dunes with herbaceous vegetation, humid dune slacks and <i>Petalophyllum ralfsii</i>. Large sand spit with adjoining tidal land/coastal 	<ul style="list-style-type: none"> 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 		<p>Scenario A & C: Continuation of the existing HTL management regime, retention of existing spit and protection of existing habitats.</p>	<p>Scenario A: Risk of flooding/erosion to Dawlish Warren SAC through a managed realignment option; may affect the interest features of the site – see</p>	<p>Scenario A: Risk of flooding/erosion to Dawlish Warren SAC through a managed realignment option; may affect the interest features of the site – see Exe Estuary</p>

STRAIGHT POINT TO HOLCOMBE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>habitats at mouth of Exe Estuary supporting wildfowl and wading birds, migratory birds and flora.</p> <ul style="list-style-type: none"> Mudflats and sand dunes currently believed to act as breakwater but net area is being reduced by erosion/flooding. 	<p>enhance the designated interest of nationally designated conservation sites.</p> <ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of locally designated conservation sites. 			<p>Exe Estuary Management Study: Halcrow 2008).</p> <p>Scenario C: Continuation of the existing HTL management regime, retention of existing spit and protection of existing habitats.</p>	<p>Management Study: Halcrow 2008).</p> <p>Scenario C: Continuation of the existing HTL management regime, retention of existing spit and protection of existing habitats.</p>
Exe Estuary SPA, Ramsar site, SSSI and RSPB Reserve (biological)	<ul style="list-style-type: none"> 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 invertebrates of national importance. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A & C: Protection of terrestrial designated interest features from flooding/erosion.</p> <p>Potential for loss of some intertidal habitat through coastal squeeze.</p>	<p>Scenario A: Potential for loss of some terrestrial habitats and designated interest features.</p> <p>Potential increase in intertidal habitat.</p> <p>Scenario C: Protection of terrestrial designated interest features from flooding/erosion.</p> <p>Potential for loss of some intertidal habitat through coastal squeeze.</p>	<p>Scenario A: Potential for loss of some terrestrial habitats and designated interest features.</p> <p>Potential increase in intertidal habitat.</p> <p>Scenario C: Protection of terrestrial designated interest features from flooding/erosion.</p> <p>Potential for loss of some intertidal habitat through coastal squeeze.</p>
Exmouth LNR	<ul style="list-style-type: none"> Area of tidal sand and mudflats supporting wintering birds. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of locally designated conservation sites. 		<p>Scenario A & C: Hold the line in this location would result in the potential loss of intertidal habitat due to coastal squeeze.</p>	<p>Scenario A & C: Hold the line in this location would result in the potential loss of intertidal habitat due to coastal squeeze.</p>	<p>Scenario A & C: Hold the line in this location would result in the potential loss of intertidal habitat due to coastal squeeze.</p>
The Maer LNR	<ul style="list-style-type: none"> 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). 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of locally designated conservation sites. 		<p>Scenario A & C: Protection of some LNR interest features from flooding/erosion but potential squeeze of sand dunes against hard defence/loss of geological features through holding the line.</p>	<p>Scenario A: Potential loss of some terrestrial habitats but potential extension of intertidal/geological features.</p> <p>Scenario C: Protection of some LNR interest features from flooding/erosion but potential squeeze of sand dunes against hard defence/loss of geological features through holding the line.</p>	<p>Scenario A: Potential loss of some terrestrial habitats but potential extension of intertidal/geological features.</p> <p>Scenario C: Protection of some LNR interest features from flooding/erosion but potential squeeze of sand dunes against hard defence/loss of geological features through holding the line.</p>
East Devon Area of Outstanding Natural Beauty	<ul style="list-style-type: none"> The area is designated for its rich landscape including its wooded combs, heathland, river valleys and cliffs. The AONB aims to conserve the best qualities of the landscape by helping to guide and manage change. 	<ul style="list-style-type: none"> To conserve and enhance AONBs and avoid conflict with AONB Management Plan or Heritage Coast Objectives 		<p>Scenario A & C: Potential for changes to the character of the AONB</p>	<p>Scenario A & C: Potential for changes to the character of the AONB</p>	<p>Scenario A & C: Potential for changes to the character of the AONB</p>

STRAIGHT POINT TO HOLCOMBE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Historic Environment	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss of nationally important cultural heritage sites. 		Scenario A & C: Protection of Powderham Registered Park and Garden from flooding. Protection of Grade 2 listed buildings from flooding or erosion predominantly in Exmouth, Lypstone and Topsham.	Scenario A & C: Protection of Powderham Registered Park and Garden from flooding. Protection of Grade 2 listed buildings from flooding or erosion predominantly in Exmouth, Lypstone and Topsham.	Scenario A & C: Protection of Powderham Registered Park and Garden from flooding. Protection of Grade 2 listed buildings from flooding or erosion predominantly in Exmouth, Lypstone and Topsham.
Agricultural Land	<ul style="list-style-type: none"> A mixture of high and low grade (Grades 1 to 4) farmland stretches inland from the cliff tops and estuary. Grade 1 land (near Lypstone and Kenton, north of Westwood and north of Dawlish Warren) at potential risk of flooding and erosion. 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		Scenario A & C: Limited loss of agricultural land.	Scenario A & C: Protection of the majority of grade 2 and 3 agricultural land with small losses in some areas associated with Scenario A. Majority of area is urban or non-agricultural.	Scenario A & C: Protection of the majority of grade 2 and 3 agricultural land with small losses in some areas associated with Scenario A. 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	<ul style="list-style-type: none"> Net area of range would be affected by erosion, but functionality should not be affected. 	<ul style="list-style-type: none"> To ensure MoD ranges remain operational. 		Scenario A & C: Small area of ranges lost due to erosion.	Scenario A & C: Small area of ranges lost due to erosion.	Scenario A & C: Small area of ranges lost due to erosion.
Historic landfill site	<ul style="list-style-type: none"> Imperial Recreation Ground The current state of this historic landfill site (i.e. any details of remediation/removal etc) has not been considered at this strategic level. 	<ul style="list-style-type: none"> To prevent pollution from contaminated sources 		Scenario A & C: Protection of historic Imperial Recreation Ground landfill site on the Exe Estuary from flooding.	Scenario A & C: Protection of historic Imperial Recreation Ground landfill site on the Exe Estuary from flooding.	Scenario A & C: Protection of historic Imperial Recreation Ground landfill site on the Exe Estuary from flooding.

HOLCOMBE TO HOPE'S NOSE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Teignmouth	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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. 	<p>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.</p> <p>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-</p>	Scenarios A & C: Protection of properties at Denn Spit to the centre of Teignmouth from flooding. Protection of Teignmouth Harbour from flooding. Access to the seafront and Dean promenade protected from flooding. Protection of the mainline railway from potential	Scenarios A & C: Protection of properties at Denn Spit to the centre of Teignmouth from flooding. Protection of Teignmouth Harbour from flooding. Access to the seafront and Dean promenade protected from flooding. Protection of the mainline	Scenarios A & C: Protection of properties at Denn Spit to the centre of Teignmouth from flooding. Protection of Teignmouth Harbour from flooding. Access to the seafront and Dean promenade protected from flooding. Protection of the mainline railway from potential

HOLCOMBE TO HOPE'S NOSE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>commercial road of the town.</p> <ul style="list-style-type: none"> There is a proposal to develop the River Beach of Teignmouth and the town centre. 	<ul style="list-style-type: none"> To ensure critical road and rail linkages are maintained. To minimise the impact of policies on marine operations and activities. 	<p>span.</p> <p>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.</p> <p>Interactions between the open coast and Teign Estuary will need to be considered.</p>	<p>flood-risk.</p> <p>Scenario B: Protection of properties at Denn Spit to the centre of Teignmouth from flooding.</p> <p>Protection of Teignmouth Harbour from flooding.</p> <p>Potential loss of access to the seafront at Sprey Point.</p> <p>Protection of the mainline railway from potential flood-risk.</p>	<p>railway from potential flood-risk.</p> <p>Scenario B: Protection of properties at Denn Spit to the centre of Teignmouth from flooding.</p> <p>Protection of Teignmouth Harbour from flooding.</p> <p>Protection of Teignmouth Harbour from flooding.</p> <p>Potential loss of access to the seafront at Sprey Point.</p> <p>Protection of the mainline railway from potential flood-risk.</p>	<p>flood-risk.</p> <p>Scenario B: Protection of properties at Denn Spit to the centre of Teignmouth from flooding.</p> <p>Protection of Teignmouth Harbour from flooding.</p> <p>Potential loss of access to the seafront at Sprey Point.</p> <p>Protection of the mainline railway from potential flood-risk.</p>
Teign Estuary	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: Protection of the A381 from flooding.</p> <p>Protection of the Exeter to Plymouth line from flooding.</p> <p>Protection of residential properties and recreational facilities e.g. marinas, along the Teign Estuary (except on the south shore adjacent to the holiday village with scenario B only).</p>	<p>Scenarios A, B & C: Protection of the A381 from flooding.</p> <p>Protection of the Exeter to Plymouth line from flooding (except with scenario B).</p> <p>Protection of residential properties and recreational facilities e.g. marinas, along the Teign Estuary (except on the south shore adjacent to the holiday village with scenario B only).</p>	<p>Scenarios A, B & C: Protection of the A381 from flooding.</p> <p>Protection of the Exeter to Plymouth line from flooding (except with scenario B).</p> <p>Protection of residential properties and recreational facilities e.g. marinas, along the Teign Estuary (except on the south shore adjacent to the holiday village with scenario B only).</p>

HOLCOMBE TO HOPE'S NOSE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Newton Abbot	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A & C: Protection of residential, commercial, economic and community properties and facilities from flooding.</p> <p>Scenario B: Potential flood-risk to some areas of Newton Abbott adjacent to the river.</p>	<p>Scenarios A & C: Protection of residential, commercial, economic and community properties and facilities from flooding.</p> <p>Scenario B: Potential flood-risk to some areas of Newton Abbott adjacent to the river.</p>	<p>Scenarios A & C: Protection of residential, commercial, economic and community properties and facilities from flooding.</p> <p>Scenario B: Potential flood-risk to some areas of Newton Abbott adjacent to the river.</p>
Shaldon	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: Protection of residential and tourism related properties in the northern parts of Shaldon from flooding/erosion.</p> <p>The A379 and associated bridge would be protected from flooding/erosion.</p> <p>Shaldon Beach and Cove Ness are at risk from flooding/ erosion. This also restricts access.</p>	<p>Scenarios A, B & C: Protection of residential and tourism related properties in the northern parts of Shaldon from flooding/erosion.</p> <p>The A379 and associated bridge would be protected from flooding/erosion.</p> <p>Shaldon Beach and Cove Ness are at risk from flooding/ erosion. This also restricts access.</p>	<p>Scenarios A, B & C: Protection of residential and tourism related properties in the northern parts of Shaldon from flooding/erosion.</p> <p>The A379 and associated bridge would be protected from flooding/erosion.</p> <p>Shaldon Beach and Cove Ness are at risk from flooding/ erosion. This also restricts access.</p>
Torquay	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: Limited impacts on assets within Torquay.</p>	<p>Scenarios A, B & C: Oddicombe beach and associated tourism facilities protected from flooding/ erosion.</p> <p>Baddacombe Downs road and surrounding residential and economic properties protected from flooding/ erosion.</p>	<p>Scenarios A, B & C: Oddicombe beach and associated tourism facilities protected from flooding/ erosion.</p> <p>Baddacombe Downs road and surrounding residential and economic properties protected from flooding/ erosion.</p>
Isolated properties and small developments	<ul style="list-style-type: none"> There are a number of cliff top properties and residential/ tourist developments, such as Holcombe, Maidencombe and St Mary church. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: No isolated properties at risk.</p>	<p>Scenarios A, B & C: Isolated properties at risk of erosion/flooding in the vicinity of Watcombe Head, Maidencombe and between Maidencombe Comb and Shaldon.</p>	<p>Scenarios A, B & C: Isolated properties at risk of erosion/flooding in the vicinity of Watcombe Head, Maidencombe and between Maidencombe Comb and Shaldon.</p>

HOLCOMBE TO HOPE'S NOSE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Tourist facilities	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: The South West Coast Path not at risk.</p> <p>Potential risk to Watcombe beach, Anstey's Cove (except scenario C) and Labrador Bay from flooding/ erosion.</p>	<p>Scenarios A, B & C: South West Coast at Risk from flooding/erosion in some areas.</p> <p>Potential risk to Watcombe beach, Anstey's Cove (except scenario C) and Labrador Bay from flooding/ erosion.</p> <p>Impacts on golf courses unknown at this stage.</p>	<p>Scenarios A, B & C: South West Coast at Risk from flooding/ erosion in some areas.</p> <p>Potential risk to Watcombe beach, Anstey's Cove (except scenario C) and Labrador Bay from flooding/ erosion.</p> <p>Impacts on golf courses unknown at this stage.</p>
English Riviera Geopark	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs. 		<p>Scenarios A, B & C: NAI would allow natural erosion to continue and would therefore maintain the Geopark.</p> <p>Holding the line between Petit Tor Point and Walls Hill (and at Anstey's Cove for Scenario C) would adversely affect the geological interest feature.</p>	<p>Scenarios A, B & C: NAI would allow natural erosion to continue and would therefore maintain the Geopark.</p> <p>Holding the line between Petit Tor Point and Walls Hill (and at Anstey's Cove for Scenario C) would adversely affect the geological interest feature.</p>	<p>Scenarios A, B & C: NAI would allow natural erosion to continue and would therefore maintain the Geopark.</p> <p>Holding the line between Petit Tor Point and Walls Hill (and at Anstey's Cove for Scenario C) would adversely affect the geological interest feature.</p>
Kent's Cavern, Babbacombe Cliffs and Hope's Nose to Walls Hill SSSIs (geological)	<ul style="list-style-type: none"> Erosion is key to the conservation of some parts of the geological SSSIs, therefore the construction of coastal defences present a 'threat'. 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs. 		<p>Scenarios A & B: NAI would allow natural erosion to continue and would therefore maintain the geological SSSIs.</p> <p>Holding the line between Petit Tor Point and Walls Hill would adversely affect the geological interest feature of Babbacombe Cliffs SSSI.</p> <p>Scenario C: NAI would allow natural erosion to continue and would therefore maintain the geological SSSIs.</p> <p>Holding the line between Petit Tor Point and Walls Hill would adversely affect the geological interest feature of Babbacombe Cliffs SSSI.</p> <p>Holding the line at Anstey's Cove would adversely affect</p>	<p>Scenarios A & B: NAI would allow natural erosion to continue and would therefore maintain the geological SSSIs.</p> <p>Holding the line between Petit Tor Point and Walls Hill would adversely affect the geological interest feature of Babbacombe Cliffs SSSI.</p> <p>Scenario C: NAI would allow natural erosion to continue and would therefore maintain the geological SSSIs.</p> <p>Holding the line between Petit Tor Point and Walls Hill would adversely affect the geological interest feature of Babbacombe Cliffs SSSI.</p> <p>Holding the line at Anstey's Cove would</p>	<p>Scenarios A & B: NAI would allow natural erosion to continue and would therefore maintain the geological SSSIs.</p> <p>Holding the line between Petit Tor Point and Walls Hill would adversely affect the geological interest feature of Babbacombe Cliffs SSSI.</p> <p>Scenario C: NAI would allow natural erosion to continue and would therefore maintain the geological SSSIs.</p> <p>Holding the line between Petit Tor Point and Walls Hill would adversely affect the geological interest feature of Babbacombe Cliffs SSSI.</p> <p>Holding the line at Anstey's Cove would adversely affect</p>

HOLCOMBE TO HOPE'S NOSE						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
				the geological interest feature of Hope's Nose to Walls Hill SSSI.	adversely affect the geological interest feature of Hope's Nose to Walls Hill SSSI.	the geological interest feature of Hope's Nose to Walls Hill SSSI.
Hope's Nose to Walls Hill SSSI (biological)	<ul style="list-style-type: none"> A botanically rich habitat, particularly important for its limestone grasslands that support rare and local plants and lichen-rich flora. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		<p>Scenarios A & B: NAI may affect some of the terrestrial habitats of this SSSI.</p> <p>Scenario C: NAI may affect some of the terrestrial habitats of this SSSI.</p> <p>Holding the line at Anstey's Cove may maintain some of the terrestrial habitats of this SSSI.</p>	<p>Scenarios A & B: NAI may affect some of the terrestrial habitats of this SSSI.</p> <p>Scenario C: NAI may affect some of the terrestrial habitats of this SSSI.</p> <p>Holding the line at Anstey's Cove may maintain some of the terrestrial habitats of this SSSI.</p>	<p>Scenarios A & B: NAI may affect some of the terrestrial habitats of this SSSI.</p> <p>Scenario C: NAI may affect some of the terrestrial habitats of this SSSI.</p> <p>Holding the line at Anstey's Cove may maintain some of the terrestrial habitats of this SSSI.</p>
Scheduled monuments and heritage assets	<ul style="list-style-type: none"> 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. There is a wreck site off Teignmouth, known as Church Rocks, but this should not be affected by SMP policy. 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. 		<p>Scenarios A, B & C: Grade 2 listed buildings potentially at risk from flooding or erosion.</p> <p>One Protected Wreck may experience increased erosion if changes in sediment processes/tidal circulation prevail.</p> <p>Potential loss due to erosion of the Prehistoric Field System Scheduled Monument (SM) at Walls Hill.</p>	<p>Scenarios A, B & C: Grade 2 listed buildings potentially at risk from flooding or erosion.</p> <p>One Protected Wreck may experience increased erosion if changes in sediment processes/tidal circulation prevail.</p> <p>Potential loss due to erosion of the Prehistoric Field System Scheduled Monument (SM) at Walls Hill.</p>	<p>Scenarios A, B & C: Grade 2 listed buildings potentially at risk from flooding or erosion.</p> <p>One Protected Wreck may experience increased erosion if changes in sediment processes/tidal circulation prevail.</p> <p>Potential loss due to erosion of the Prehistoric Field System Scheduled Monument (SM) at Walls Hill.</p>
Agricultural Land	<ul style="list-style-type: none"> 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). 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		<p>Scenarios A, B & C: Grades 2, 3, 4 and 5 Agricultural land at risk of flooding/erosion in some areas.</p>	<p>Scenarios A, B & C: Grades 2, 3, 4 and 5 Agricultural land at risk of flooding/erosion in some areas.</p>	<p>Scenarios A, B & C: Grades 2, 3, 4 and 5 Agricultural land at risk of flooding/erosion in some areas.</p>
Historic landfill site	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To prevent pollution from contaminated sources 		<p>Scenarios A, B & C: Unlikely loss of historic landfill site due to erosion.</p>	<p>Scenarios A & B: One historic landfill site at risk of erosion at Maidencombe.</p> <p>Scenario C: protection of historic landfill site at Maidencombe.</p>	<p>Scenarios A & B: One historic landfill site at risk of erosion at Maidencombe.</p> <p>Scenario C: protection of historic landfill site at Maidencombe.</p>

HOPE'S NOSE TO BERRY HEAD (TOR BAY)

Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Torbay District (including Torquay, Paignton and Broadsands)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 	<p>This is a heavily populated and developed area of coastline which encompasses the Torbay district.</p> <p>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.</p> <p>There could also be environmental conflict as a result of coastal squeeze where intertidal areas are designated habitats.</p> <p>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.</p> <p>The embayed nature of this coastline means that the beaches tend to be self-contained, with limited sediment linkages between them.</p>	<p>Scenarios A & B: Protection of Torquay Harbour and Paignton (Torbay) from flooding.</p> <p>Risk of flooding/ erosion to the A379 at Torquay north of the marina.</p> <p>Risk of flooding/erosion to people and properties along Paignton Seafront, to the south of Goodrington Sands.</p> <p>Risk of flooding to preserved Paignton to Broadsands railway in some areas.</p> <p>Risk of flooding to Broadsand wetland area.</p>	<p>Scenarios A & B: Protection of Torquay Harbour and Paignton (Torbay) from flooding.</p> <p>Risk of flooding/ erosion to the A379 at Torquay north of the marina.</p> <p>Risk of flooding/erosion to people and properties along Paignton Seafront, to the south of Goodrington Sands.</p> <p>Risk of flooding to preserved Paignton to Broadsands railway in some areas.</p> <p>Risk of flooding to Broadsand wetland area.</p>	<p>Scenario A: Protection of Torquay Harbour and Paignton (Torbay) from flooding.</p> <p>Risk of flooding/ erosion to the A379 at Torquay north of the marina.</p> <p>Risk of flooding/erosion to people and properties along Paignton Seafront, to the south of Goodrington Sands.</p> <p>Risk of flooding to preserved Paignton to Broadsands railway in some areas.</p> <p>Risk of flooding to Broadsand wetland area.</p> <p>Scenario B: Protection of Torquay Harbour from flooding.</p> <p>Risk of flooding/ erosion to the A379 at Torquay north of the marina.</p> <p>Risk of flooding/erosion to people and properties along Paignton Seafront.</p> <p>Risk of flooding to preserved Paignton to Broadsands railway.</p> <p>Risk of flooding to Broadsand wetland area</p>
Brixham	<ul style="list-style-type: none"> Brixham is renowned for its large harbour (and fishing fleet) and attractive harbour frontage, which is at potential risk from flooding during exceptionally high tides, particularly around 	<ul style="list-style-type: none"> 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 		<p>Scenarios A & B: Protection of Brixham and Brixham Harbour/ associated industrial properties from</p>	<p>Scenarios A & B: Protection of Brixham and Brixham Harbour/ associated industrial</p>	<p>Scenarios A & B: Protection of Brixham and Brixham Harbour/ associated industrial properties from</p>

HOPE'S NOSE TO BERRY HEAD (TOR BAY)						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>Furze Lane, The Strand and Pump Street.</p> <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>flooding.</p> <p>Protection of properties along the seafront (Berryhead Road).</p>	<p>properties from flooding.</p> <p>Protection of properties along the seafront (Berryhead Road).</p> <p>Potential loss of some properties due to erosion at St Marys Bay.</p>	<p>flooding.</p> <p>Protection of properties along the seafront (Berryhead Road).</p> <p>Potential loss of some properties due to erosion at St Marys Bay.</p>
Tourist facilities	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss due to erosion of key community, recreational and amenity facilities. 		<p>Scenarios A & B: Loss of some tourist facilities due to erosion and flood risk.</p> <p>Minimal impacts on Churston Golf Course from erosion.</p>	<p>Scenarios A & B: Loss of some tourist facilities due to erosion and flood risk.</p> <p>Minimal impacts on Churston Golf Course from erosion.</p>	<p>Scenarios A & B: Loss of some tourist facilities due to erosion and flood risk.</p> <p>Minimal impacts on Churston Golf Course from erosion.</p>
English Riviera Geopark	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs. 		<p>Scenarios A & B: Continuation of natural processes is key to the integrity of the Geopark, therefore NAI would continue to maintain these features.</p>	<p>Scenarios A & B: Continuation of natural processes is key to the integrity of the Geopark, therefore NAI would continue to maintain these features.</p>	<p>Scenarios A & B: Continuation of natural processes is key to the integrity of the Geopark, therefore NAI would continue to maintain these features.</p>
South Hams SAC	<ul style="list-style-type: none"> 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: <i>Rhinolophus hipposideros</i>, <i>Rhinolophus ferrumequinm</i>, <i>Barbastella</i> and <i>Gentianella anglica</i>. 	<ul style="list-style-type: none"> To maintain the integrity of internationally designated sites and the favourable condition of their interest features. 		<p>Scenarios A, B & C: The net area of cliff/ledge top grassland habitats would be reduced.</p>	<p>Scenarios A, B & C: The net area of cliff/ledge top grassland habitats would be reduced.</p>	<p>Scenarios A, B & C: The net area of cliff/ledge top grassland habitats would be reduced.</p>
Daddyhole, Saltern Cove, Dyer's Quarry, Meadfoot Sea Road, New Cut Torquay and Roundham Head SSSIs (geological)	<ul style="list-style-type: none"> Erosion is key to the conservation of some geological SSSIs, therefore the construction of coastal defences may present a 'threat'. Support rich fossil fauna and yielding interesting sedimentary structures. 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs. 		<p>Scenarios A & B: Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.</p> <p>However, holding the line in</p>	<p>Scenarios A & B: Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.</p> <p>However, holding the</p>	<p>Scenarios A & B: Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.</p> <p>However, holding the line in</p>

HOPE'S NOSE TO BERRY HEAD (TOR BAY)						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
				some areas e.g. at Meadfoot and Roundham Head has the potential to affect the geological features.	line in some areas e.g. at Meadfoot and Roundham Head (Scenario A only) has the potential to affect the geological features.	some areas e.g. at Meadfoot has the potential to affect the geological features.
Hope's Nose to Walls Hill SSSI (biological)	<ul style="list-style-type: none"> 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). 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		<p>Scenario A: The net area of cliff/ledge top grassland habitats would be reduced.</p> <p>Scenarios B and C: as above</p>	<p>Scenario A: The net area of cliff/ledge top grassland habitats would be reduced.</p> <p>Scenarios B and C: as above</p>	<p>Scenario A: The net area of cliff/ledge top grassland habitats would be reduced.</p> <p>Scenarios B and C: as above</p>
Saltern Cove SSSI (biological)	<ul style="list-style-type: none"> Supports a diverse intertidal flora and fauna including communities that are characteristic of both sediment and rocky shores. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		<p>Scenario A: Holding the line (e.g. at Goodrington Sands) may result in a net change in the area of intertidal habitats, and increased risk of coastal squeeze due to the presence of a railway embankment</p> <p>Scenario B: Holding the line (e.g. at Goodrington Sands) may result in a net change in the area of intertidal habitats, and increased risk of coastal squeeze due to the presence of a railway embankment</p>	<p>Scenario A: Holding the line (e.g. at Goodrington Sands) may result in a net change in the area of intertidal habitats, and increased risk of coastal squeeze due to the presence of a railway embankment</p> <p>Scenario B: Managed realignment/NAI is likely to be beneficial to this SSSI.</p>	<p>Scenario A: Holding the line (e.g. at Goodrington Sands) may result in a net change in the area of intertidal habitats, and increased risk of coastal squeeze due to the presence of a railway embankment</p> <p>Scenario B: Managed realignment/NAI is likely to be beneficial to this SSSI.</p>
Berry Head to Sharkham Point SSSI (biological) and Berry Head NNR	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		<p>Scenarios A & B: Some erosion of caves and sea cliffs to the east of Shoalstone Point. Potential loss of some designated flora and fauna.</p>	<p>Scenarios A & B: Some erosion of caves and sea cliffs to the east of Shoalstone Point. Potential loss of some designated flora and fauna.</p>	<p>Scenarios A & B: Some erosion of caves and sea cliffs to the east of Shoalstone Point. Potential loss of some designated flora and fauna.</p>
Sugar Loaf Hill and Saltern Cove LNR	<ul style="list-style-type: none"> 'Urban fringe LNR designated for its high nature interest. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical, enhance the designated interest of the locally designated conservation sites. 		<p>Scenarios A & B: NAI may result in changes in terrestrial habitat but with beneficial impacts on intertidal habitat at Saltern's Cove.</p>	<p>Scenarios A & B: NAI may result in changes in terrestrial habitat but with beneficial impacts on intertidal habitat at Saltern's Cove.</p>	<p>Scenarios A & B: NAI may result in changes in terrestrial habitat but with beneficial impacts on intertidal habitat at Saltern's Cove.</p>
South Devon Area of Outstanding Natural Beauty	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To conserve and enhance AONBs and avoid conflict with AONB Management Plan or Heritage Coast Objectives 		<p>Scenarios A & B: Change in landscape character of AONB.</p>	<p>Scenarios A & B: Change in landscape character of AONB.</p>	<p>Scenarios A & B: Change in landscape character of AONB.</p>

HOPE'S NOSE TO BERRY HEAD (TOR BAY)						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Scheduled monuments and heritage assets	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. 		<p>Scenario A: Protection of Princess Gardens and Royal Terrace Gardens Registered Park and Garden from flooding.</p> <p>Protection of a large area of Torre Abbey and WW2 Battery Scheduled Monuments from flooding.</p> <p>Scenario B: Protection of Princess Gardens and Royal Terrace Gardens Registered Park and Garden from flooding.</p> <p>Protection of a large area of Torre Abbey and WW2 Battery Scheduled Monuments from flooding.</p>	<p>Scenario A: Protection of Princess Gardens and Royal Terrace Gardens Registered Park and Garden from flooding.</p> <p>Protection of a large area of Torre Abbey and WW2 Battery Scheduled Monuments from flooding.</p> <p>Scenario B: Protection of Princess Gardens and Royal Terrace Gardens Registered Park and Garden from flooding.</p> <p>Protection of a large area of Torre Abbey and WW2 Battery Scheduled Monuments from flooding.</p>	<p>Scenario A: Protection of Princess Gardens and Royal Terrace Gardens Registered Park and Garden from flooding.</p> <p>Protection of a large area of Torre Abbey and WW2 Battery Scheduled Monuments from flooding.</p> <p>Scenario B: Protection of Princess Gardens and Royal Terrace Gardens Registered Park and Garden from flooding.</p> <p>Protection of WW2 Battery Scheduled Monument from flooding.</p> <p>Potential flooding of Torre Abbey Scheduled Monument.</p>
Agricultural Land	<ul style="list-style-type: none"> A small area of Grade 3 agricultural land (e.g. at Churston) stretches inland from the cliff top. This area is generally elevated and underlain by resistant bedrock. 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		<p>Scenarios A & B: Majority of section is urban. However, a small section of Grade 3 Agricultural land may be at risk from flooding/erosion in some areas e.g. between Broadsands and Brixham adjacent to the South West Coast Path.</p>	<p>Scenarios A & B: Majority of section is urban. However, a small section of Grade 3 Agricultural land may be at risk from flooding/erosion in some areas e.g. between Broadsands and Brixham adjacent to the South West Coast Path.</p>	<p>Scenarios A & B: Majority of section is urban. However, a small section of Grade 3 Agricultural land may be at risk from flooding/erosion in some areas e.g. between Broadsands and Brixham adjacent to the South West Coast Path.</p>
Historic landfill sites	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To prevent pollution from contaminated sources 		<p>Scenarios A & B: Two historic landfill sites protected from flooding.</p>	<p>Scenario A: Two historic landfill sites protected from flooding.</p> <p>Scenario B: Two historic landfill sites at risk of flooding depending on location of managed realignment.</p>	<p>Scenario A: Two historic landfill sites protected from flooding.</p> <p>Scenario B: Two historic landfill sites at risk of flooding depending on location of managed realignment.</p>

BERRY HEAD TO BLACKSTONE POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Brixham	<ul style="list-style-type: none"> On this side of the headland St Mary's Bay is the key area, which is backed by holiday developments, including camp sites, caravan 	<ul style="list-style-type: none"> To avoid loss of property due to erosion. 	This is a mainly cliffed stretch of coastline that encompasses the Dart Estuary. Much of it is undeveloped with development centred at	Scenario A Protection of Brixham from erosion.	Scenario A: Protection of majority of Brixham from erosion though potential	Scenario A: Protection of majority of Brixham from erosion though potential

BERRY HEAD TO BLACKSTONE POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>parks and more permanent structures. There are also car parking facilities. These assets are located on high cliff tops on resistant rock.</p> <ul style="list-style-type: none"> The bathing beach is a key attraction. 	<ul style="list-style-type: none"> To avoid loss due to erosion of key community, recreational and amenity facilities. 	<p>Dartmouth, Kingswear and Brixham (St Mary's Bay).</p> <p>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.</p> <p>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.</p> <p>There is limited sediment linkage along the coast due to its indented nature.</p>		loss of some properties due to erosion at St Marys Bay.	loss of some properties due to erosion at St Marys Bay.
Dartmouth	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 		Scenario A: Protection of people and properties in Dartmouth including residential, commercial and the Yacht Club from flooding. Particularly the area along the River Dart (South and North Embankments) back to Victoria road and side streets.	Scenario A: Protection of people and properties in Dartmouth including residential, commercial and the Yacht Club from flooding. Particularly the area along the River Dart (South and North Embankments) back to Victoria road and side streets.	Scenario A: Protection of people and properties in Dartmouth including residential, commercial and the Yacht Club from flooding. Particularly the area along the River Dart (South and North Embankments) back to Victoria road and side streets.
Kingswear	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		Scenario A: Protection to people and property from flooding/erosion. Residences and recreational facilities. Protection of Kingswear Station, and the B3205 transport connections from flooding.	Scenario A: Protection to people and property from flooding/erosion. Residences and recreational facilities. Protection of Kingswear Station, and the B3205 transport connections from flooding.	Scenario A: Protection to people and property from flooding/erosion. Residences and recreational facilities. Protection of Kingswear Station, and the B3205 transport connections from flooding.
Isolated properties and villages along both banks of the River Dart	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss of property due to erosion and/or manage risk of flooding to people and property. 		Scenario A: Protection of properties bordering the River Dart at Dittisham from flooding. Protection of farms on the River Dart near	Scenario A: Protection of properties bordering the River Dart at Dittisham from flooding. Protection of farms on the River Dart near	Scenario A: Protection of properties bordering the River Dart at Dittisham from flooding. Protection of farms on the River Dart near

BERRY HEAD TO BLACKSTONE POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
				Cornworthy from flooding.	Cornworthy from flooding.	Cornworthy from flooding.
Isolated cliff top properties and villages along the open coast	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss of property due to erosion and/or manage risk of flooding to people and property. 		<p>Scenario A: Protection of cliff top property at Crabbrock point and Man Sands from flooding/erosion.</p> <p>Risk of flooding/erosion to cliff top properties at the western bank of the entrance to the River Dart Estuary</p>	<p>Scenario A: Protection of cliff top property at Crabbrock point and Man Sands from flooding/erosion.</p> <p>Risk of flooding/erosion to cliff top properties at the western bank of the entrance to the River Dart Estuary</p>	<p>Scenario A: Protection of cliff top property at Crabbrock point and Man Sands from flooding/erosion.</p> <p>Risk of flooding/erosion to cliff top properties at the western bank of the entrance to the River Dart Estuary</p>
Tourist facilities	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss due to erosion of key community, recreational and amenity facilities. 		<p>Scenario A: Protection of South West Coast path from risk of flooding/erosion south of Sharkham Point.</p>	<p>Scenario A: Protection of South West Coast path from risk of flooding/erosion south of Sharkham Point.</p>	<p>Scenario A: Protection of South West Coast path from risk of flooding/erosion south of Sharkham Point.</p>
English Riviera Geopark	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs. 		<p>Scenario A: Continuation of natural processes is key to the integrity of the Geopark, therefore NAI would continue to enhance these features.</p>	<p>Scenario A: Continuation of natural processes is key to the integrity of the Geopark, therefore NAI would continue to enhance these features.</p>	<p>Scenario A: Continuation of natural processes is key to the integrity of the Geopark, therefore NAI would continue to enhance these features.</p>
South Hams SAC	<ul style="list-style-type: none"> 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: <i>Rhinolophus hipposideros</i>, <i>Rhinolophus ferrumequinm</i>, <i>Barbastella</i> and <i>Gentianella anglica</i>. 	<ul style="list-style-type: none"> To maintain the integrity of internationally designated sites and the favourable condition of their interest features. 		<p>Scenario A: The net area of cliff/ledge top grassland habitats would be reduced.</p>	<p>Scenario A: The net area of cliff/ledge top grassland habitats would be reduced.</p>	<p>Scenario A: The net area of cliff/ledge top grassland habitats would be reduced.</p>
Berry Head to Sharkham Point SSSI/Berry Head NNR (biological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		<p>Scenario A: Some erosion of caves and sea cliffs.</p>	<p>Scenario A: Some erosion of caves and sea cliffs.</p>	<p>Scenario A: Some erosion of caves and sea cliffs.</p>
Scabbacombe SSSI (biological)	<ul style="list-style-type: none"> Supports field erylngo <i>Eryngium campestre</i>. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of 		<p>Scenario A: Little or no loss of improved grassland feature.</p>	<p>Scenario A: Little or no loss of improved grassland feature.</p>	<p>Scenario A: Little or no loss of improved grassland feature.</p>

BERRY HEAD TO BLACKSTONE POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		nationally designated conservation sites.				
Froward Point SSSI (biological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		Scenario A: The net area of cliff/ledge top grassland/heathland habitats would be reduced.	Scenario A: The net area of cliff/ledge top grassland/heathland habitats would be reduced.	Scenario A: The net area of cliff/ledge top grassland/heathland habitats would be reduced.
Lord's Wood SSSI (biological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		Scenario A: No flooding or erosion of this woodland feature.	Scenario A: No flooding or erosion of this woodland feature.	Scenario A: No flooding or erosion of this woodland feature.
Berry Head and Berry Head (Southern Redoubt) Area of Special Protection	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 		Scenario A: Some erosion of caves and sea cliffs.	Scenario A: Some erosion of caves and sea cliffs. Potential loss of some designated flora and fauna.	Scenario A: 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To conserve and enhance AONBs and avoid conflict with AONB Management Plan or Heritage Coast Objectives 		Scenario A: Change in landscape character of AONB.	Scenario A: Change in landscape character of AONB.	Scenario A: Change in landscape character of AONB.
Scheduled monuments and heritage assets	<ul style="list-style-type: none"> 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. 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. 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. 		Scenario A: No loss of Scheduled Monuments or Registered Parks and Gardens.	Scenario A: No loss of Scheduled Monuments or Registered Parks and Gardens.	Scenario A: No loss of Scheduled Monuments or Registered Parks and Gardens.
Agricultural Land	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		Scenario A: Limited loss of Grades 3 and 4 agricultural land from flooding/ erosion.	Scenario A: Limited loss of Grades 3 and 4 agricultural land from flooding/ erosion.	Scenario A: Limited loss of Grades 3 and 4 agricultural land from flooding/ erosion.
Historic landfill sites	<ul style="list-style-type: none"> Sharkham Point Tip 	<ul style="list-style-type: none"> To prevent pollution from contaminated sources 		Scenario A: Waterhead Creek historic landfill site at	Scenario A: Waterhead Creek historic landfill site	Scenario A: Waterhead Creek historic landfill site at

BERRY HEAD TO BLACKSTONE POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<ul style="list-style-type: none"> 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. 			risk of flooding.	at risk of flooding. Sharkham Point tip at risk of erosion.	risk of flooding. Sharkham Point tip at risk of erosion.

BLACKSTONE POINT TO START POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Slapton Sands and Torcross	<ul style="list-style-type: none"> 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: <i>“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</i> 	<ul style="list-style-type: none"> 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. 	<p>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.</p> <p>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.</p> <p>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.</p>	<p>Scenario A & C: A379 between Torcross and Slapton Sands protected from flooding/erosion.</p> <p>People and properties in Torcross along the A379 protected from flooding/erosion.</p> <p>People and properties in Slapton Sands in the centre of Slapton village protected from flooding/erosion.</p> <p>Scenario B: A379 between Torcross and Slapton Sands liable to flooding/erosion.</p> <p>People and properties in Torcross along the A379 liable to flooding/erosion.</p> <p>People and properties in Slapton Sands in the centre of Slapton village liable to flooding/erosion.</p>	<p>Scenario A & C: A379 between Torcross and Slapton Sands protected from flooding/erosion.</p> <p>People and properties in Torcross along the A379 protected from flooding/erosion.</p> <p>People and properties in Slapton Sands in the centre of Slapton village protected from flooding/erosion.</p> <p>Scenario B: A379 between Torcross and Slapton Sands liable to flooding/erosion.</p> <p>People and properties in Torcross along the A379 liable to flooding/erosion.</p> <p>People and properties in Slapton Sands in the centre of Slapton village liable to flooding/erosion.</p>	<p>Scenario A & C: A379 between Torcross and Slapton Sands at risk from flooding/erosion.</p> <p>Risk of flooding/erosion to people and properties in Torcross along the A379.</p> <p>Risk of flooding/erosion to people and properties in Slapton Sands in the centre of Slapton village.</p> <p>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.</p> <p>Scenario B: A379 between Torcross and Slapton Sands liable to flooding/erosion.</p> <p>People and properties in Torcross along the A379 liable to flooding/erosion.</p> <p>People and properties in Slapton Sands in the centre of Slapton village liable to flooding/erosion.</p>

BLACKSTONE POINT TO START POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p><i>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 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.</i></p> <p><i>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.</i></p>					
Beesands	<ul style="list-style-type: none"> • 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. • In this coast sector there are two other beach-head car parks which have been defended in the past by boulder defences – Blackpool 	<ul style="list-style-type: none"> • To avoid loss of property due to erosion and/or manage risk of flooding to people and property. 		<p>Scenario A & C: Protection of people and property on the sea front at Beesands from flooding.</p> <p>Scenario B: Potential flooding of promenade at Beesands.</p>	<p>Scenarios A, B & C: Risk of flooding/erosion to people and property on the seafront at Beesands</p> <p>Potential flooding of promenade at Beesands.</p>	<p>Scenarios A, B & C: Risk of flooding/erosion to people and property on the seafront at Beesands</p> <p>Potential flooding of promenade at Beesands.</p>

BLACKSTONE POINT TO START POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	Sands (very heavily used commercial beach site) and North Hallsands (a comparatively quiet and less visited beach site).					
Isolated properties and coastal hamlets	<ul style="list-style-type: none"> 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 taking place at north Hallsands, at the location of the former hotel. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: Limited impact on properties in Strete in the 0 – 20 year.</p> <p>Minimal erosion-risk posed to new development on cliff at Hallsands due to geology of cliff.</p>	<p>Scenarios A, B & C: Isolated properties in Strete at risk due to erosion</p> <p>Minimal erosion-risk posed to new development on cliff at Hallsands due to geology of cliff.</p>	<p>Scenarios A, B & C: Isolated properties in Strete at risk due to erosion</p> <p>Minimal erosion-risk posed to new development on cliff at Hallsands due to geology of cliff.</p>
Tourist facilities	<ul style="list-style-type: none"> 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). 	<ul style="list-style-type: none"> To avoid loss due to erosion of key community, recreational and amenity facilities. 		<p>Scenario A & C: Protection of tourist facilities and car parks between Slapton and Strete.</p> <p>Scenario B: Potential loss of some tourist facilities and car parks at a number of small beach and cove access points e.g. Near Strete Gate and the A379 between Slapton and Strete.</p>	<p>Scenarios A, B & C: South West Coast Path south of Beesands at risk due to erosion/ flooding.</p> <p>Potential for loss of tourist facilities and car parks at a number of small beach and cove access points e.g. Near Strete Gate and the A379 between Slapton and Strete, although Blackpool Sands car park would remain under Scenario C.</p>	<p>Scenarios A, B & C: South West Coast Path south of Beesands at risk due to erosion/ flooding.</p> <p>Potential for loss of tourist facilities and car parks at a number of small beach and cove access points e.g. Near Strete Gate and the A379 between Slapton and Strete, although Blackpool Sands car park would remain under Scenario C.</p>
County Wildlife Sites	<ul style="list-style-type: none"> Widdicombe Ley is a freshwater lagoon which sits behind Bee Sands. There is also an area of wetland habitat behind North Hallsands. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical, enhance the designated interest of the locally designated conservation sites. 		<p>Scenario A & C: Protection of freshwater habitats in the short-term</p> <p>Scenario B: Net area of freshwater habitats may be reduced</p>	<p>Scenarios A, B & C: Net area of freshwater habitats may be reduced</p>	<p>Scenarios A, B & C: Net area of freshwater habitats may be reduced</p>
South Devon Shore Dock SAC	<ul style="list-style-type: none"> Designated for its vegetated sea cliffs of the Atlantic and Baltic coasts, and for <i>Rumex rupestris</i>. 	<ul style="list-style-type: none"> To maintain the integrity of internationally designated sites and the favourable condition of their interest features. 		<p>Scenario A & C: Holding the line has the potential to directly impact upon the vegetated sea cliffs, depending on the measure.</p> <p>Scenario B: Net area of vegetated sea cliffs may be reduced by erosion.</p>	<p>Scenarios A, B & C: Net area of vegetated sea cliffs may be reduced by erosion.</p>	<p>Scenarios A, B & C: Net area of vegetated sea cliffs may be reduced by erosion.</p>
Hallsands to Beesands	<ul style="list-style-type: none"> Hallsands to Beesands SSSI is notified for 	<ul style="list-style-type: none"> To allow natural processes and 		<p>Scenario A & C: Holding</p>	<p>Scenarios A, B & C:</p>	<p>Scenarios A, B & C:</p>

BLACKSTONE POINT TO START POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
SSSI (geological) and GCRs	<p>geological and geomorphological features including the cliff-face exposures of Variscan structures.</p> <ul style="list-style-type: none"> 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.” 	<p>maintain visibility of geological exposures throughout geological SSSIs.</p>		<p>the line in some areas has the potential to adversely affect the geological features.</p> <p>Continuation of natural processes is key to the integrity of the SSSIs and GCRs, therefore NAI would continue to maintain these features.</p> <p>Scenario B: Continuation of natural processes is key to the integrity of the SSSIs and GCRs, therefore NAI would continue to maintain these features.</p>	<p>Continuation of natural processes is key to the integrity of the SSSIs and GCRs, therefore NAI would continue to maintain these features.</p>	<p>Continuation of natural processes is key to the integrity of the SSSIs and GCRs, therefore NAI would continue to maintain these features.</p>
Freshwater lagoons including Slapton Ley SSSI/NNR	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. To support natural processes 		<p>Scenario A & C: Holding the line may result in some changes to the designated habitats though will protect the extent of the freshwater lagoons.</p> <p>Scenario B: NAI at Slapton Sands is likely to result in changes to the salinity of the lagoons.</p>	<p>Scenario A & C: Holding the line may result in some changes to the designated habitats though will protect the extent of the freshwater lagoons.</p> <p>Scenario B: NAI at Slapton Sands is likely to result in changes to the salinity of the lagoons.</p>	<p>Scenarios A, B & C: Likely changes to the salinity of the lagoons.</p>
Prawle Point and Start Point SSSI (biological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		<p>Scenario A, B & C: NAI likely to improve the SSSI though inappropriate scrub control, fencing and grazing largely impacts upon its condition.</p>	<p>Scenario A, B & C: Potential for change in cliff top vegetation through erosion.</p> <p>However, NAI likely to improve the SSSI though inappropriate scrub control, fencing and grazing largely impacts upon its condition.</p>	<p>Scenario A, B & C: Potential for change in cliff top vegetation through erosion.</p> <p>However, NAI likely to improve the SSSI though inappropriate scrub control, fencing and grazing largely impacts upon its condition</p>
South Devon Area of Outstanding Natural Beauty and Heritage Coast	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To conserve and enhance AONBs and avoid conflict with AONB Management Plan or Heritage Coast Objectives 		<p>Scenarios A, B & C: Change in landscape character of AONB.</p> <p>NAI may conflict with some of the AONB management actions e.g. at Beesands where there is a project</p>	<p>Scenarios A, B & C: changes in landscape character of South Devon AONB – <i>could be beneficial or adverse impact.</i></p> <p>NAI may conflict with</p>	<p>Scenarios A, B & C: Change in landscape character of AONB</p> <p>NAI may conflict with some of the AONB management actions e.g. at Beesands where there is a project</p>

BLACKSTONE POINT TO START POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<ul style="list-style-type: none"> • 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. 			<p>target to construct a coast defence enhancement scheme at the southern end of the village.</p> <p>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.</p>	<p>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.</p> <p>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.</p>	<p>target to construct a coast defence enhancement scheme at the southern end of the village.</p> <p>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.</p>
Scheduled monument and heritage assets	<ul style="list-style-type: none"> • 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 undefended section of coastline. 	<ul style="list-style-type: none"> • To avoid loss of scheduled and other nationally important cultural heritage sites. 		<p>Scenario A & C: Grade 2 listed buildings at risk of erosion/ flooding in some areas but those in Torcross and Beesands protected in the short-term.</p> <p>Hallsands 'lost village' at risk of further erosion.</p> <p>Scenario B: Grade 2 listed buildings at risk of erosion/ flooding throughout the section, predominantly at Torcross and Beesands.</p> <p>Hallsands 'lost village' at risk of further erosion.</p>	<p>Scenario A & C: Grade 2 listed buildings potentially at risk of erosion/ flooding in some areas (e.g. Beesands) through realignment but those in Torcross protected in the short-term.</p> <p>Hallsands 'lost village' at risk of further erosion.</p> <p>Scenario B: Grade 2 listed buildings at risk of erosion/ flooding throughout the section, predominantly at Torcross and Beesands.</p> <p>Hallsands 'lost village' at risk of further erosion.</p>	<p>Scenarios A, B & C: Grade 2 listed buildings at risk of erosion/ flooding throughout the section, predominantly at Torcross and Beesands.</p> <p>Hallsands 'lost village' at risk of further</p>
Agricultural Land	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		<p>Scenarios A, B & C: Small areas of Grade 3 and 5 agricultural land at risk due to flooding/ erosion between Blackstone point and Stoke Fleming and Bee Sands and Start point. Section is predominantly non-agricultural.</p>	<p>Scenarios A, B & C: Small areas of Grade 3 and 5 agricultural land at risk due to flooding/ erosion between Blackstone point and Stoke Fleming and Bee Sands and Start point. Section is predominantly non-agricultural.</p>	<p>Scenarios A, B & C: Small areas of Grade 3 and 5 agricultural land at risk due to flooding/ erosion between Blackstone point and Stoke Fleming and Bee Sands and Start point. Section is predominantly non-agricultural.</p>
Marine Service Industry	<ul style="list-style-type: none"> • Potential impacts on the marine service industry (e.g. slipways, boatyards, moorings and access to the coast such as for lifeboats) 	<ul style="list-style-type: none"> • To minimise the impact of policies on marine operations and activities • To ensure critical services remain 		<p>Scenarios A, B & C: There is likely to be some slip ways and mooring</p>	<p>Scenarios A, B & C: There is likely to be some slip ways and</p>	<p>Scenarios A, B & C: There is likely to be some slip ways and mooring</p>

BLACKSTONE POINT TO START POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	from sea level rise.	operational <ul style="list-style-type: none"> To avoid loss due to erosion of and manage risk of flooding to industrial, commercial and economic assets and activities ^{Error!} Bookmark not defined. 		vulnerable to flooding and erosion.	mooring vulnerable to flooding and erosion.	vulnerable to flooding and erosion.

START POINT TO BOLT HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Isolated properties, infrastructure and coastal hamlets	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 	<p>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.</p> <p>Maintaining the 'naturalness' of the Salcombe-Kingsbridge Estuary (dendritic ria) is crucial.</p> <p>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.</p>	<p>Scenarios A & C: Isolated properties at risk from flooding/erosion:</p> <ul style="list-style-type: none"> Lannacombe beach West of Lannacombe Beach <p>Scenario B: Isolated properties at risk from flooding/erosion:</p> <ul style="list-style-type: none"> Lannacombe beach West of Lannacombe Beach 	<p>Scenarios A & C: Isolated properties at risk from flooding/erosion:</p> <ul style="list-style-type: none"> Lannacombe beach West of Lannacombe Beach <p>Scenario B: Isolated properties at risk from flooding/erosion:</p> <ul style="list-style-type: none"> Lannacombe beach West of Lannacombe Beach East bank of Kingsbridge Estuary: East Portlemouth 	<p>Scenarios A & C: Isolated properties at risk from flooding/erosion:</p> <ul style="list-style-type: none"> Lannacombe beach West of Lannacombe Beach <p>Scenario B: Isolated properties at risk from flooding/erosion:</p> <ul style="list-style-type: none"> Lannacombe beach West of Lannacombe Beach East bank of Kingsbridge Estuary: East Portlemouth
Kingsbridge	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: People and properties in the centre of Kingsbridge protected from flooding.</p> <p>Section of the A38 protected from flooding/erosion.</p>	<p>Scenarios A, B & C: People and properties in the centre of Kingsbridge protected from flooding.</p> <p>Section of the A38 protected from flooding/erosion.</p>	<p>Scenarios A, B & C: People and properties in the centre of Kingsbridge protected from flooding.</p> <p>Section of the A38 protected from flooding/erosion.</p>
Salcombe	<ul style="list-style-type: none"> A popular tourist resort and sailing centre, which includes a harbour, gardens, quay, 	<ul style="list-style-type: none"> To avoid loss of property due to erosion and/or manage risk of 		<p>Scenarios A, B & C: People and properties in Salcombe;</p>	<p>Scenarios A & C: People and properties in</p>	<p>Scenarios A & C: People and properties in Salcombe;</p>

START POINT TO BOLT HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>maritime museum, lifeboat station and remains of Salcombe Castle, as well as various residential tourist and commercial properties.</p> <ul style="list-style-type: none"> 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. 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. 	<p>flooding to people and property.</p> <ul style="list-style-type: none"> 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. 		<p>predominantly along Cliff Road and Island street (including the marina) protected from flooding. B3204 (Cliff Road) protected from flooding.</p>	<p>Salcombe; predominantly along Cliff Road and Island street (including the marina) protected from flooding. B3204 (Cliff Road) protected from flooding. Scenario B: Risk of flooding to people and properties in Salcombe; predominantly along Cliff Road and Island street (including the marina) depending on location of realignment. Risk of flooding to B3204 (Cliff Road) depending on location of realignment.</p>	<p>predominantly along Cliff Road and Island street (including the marina) protected from flooding. B3204 (Cliff Road) protected from flooding. Scenario B: Risk of flooding to people and properties in Salcombe; predominantly along Cliff Road and Island street (including the marina) depending on location of realignment. Risk of flooding to B3204 (Cliff Road) depending on location of realignment.</p>
Tourist facilities	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss due to erosion of key community, recreational and amenity facilities. 		<p>Scenarios A, B & C: Community and recreational amenities in Salcombe including Salcombe Marina protected from flooding. Potential for loss of community facilities in some areas due to flooding.</p>	<p>Scenarios A, B & C: Community and recreational amenities in Salcombe including Salcombe Marina protected from flooding (except with scenario B). Potential for loss of community facilities in some areas due to flooding.</p>	<p>Scenarios A, B & C: Community and recreational amenities in Salcombe including Salcombe Marina protected from flooding (except with scenario B). Potential for loss of community facilities in some areas due to flooding.</p>

START POINT TO BOLT HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
South Devon Shore Dock SAC	<ul style="list-style-type: none"> Designated for its vegetated sea cliffs of the Atlantic and Baltic coasts, and for <i>Rumex rupestris</i>. 	<ul style="list-style-type: none"> To maintain the integrity of internationally designated sites and the favourable condition of their interest features. 		Scenarios A, B & C: Potential for change in net extent of vegetation on cliff.	Scenarios A, B & C: Potential for change in net extent of vegetation on cliff.	Scenarios A, B & C: Potential for change in net extent of vegetation on cliff.
Prawle Point and Start Point SSSI (geological)	<ul style="list-style-type: none"> 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. In this coastal section, the loss of geological features has been largely due to inappropriate scrub control. 	<ul style="list-style-type: none"> To allow natural processes and maintain visibility of geological exposures throughout geological SSSIs. 		Scenarios A & B: Continuation of natural processes is key to the integrity of the SSSI. NAI would continue to maintain and enhance the geological interest features. Scenario C: Holding the line between Start Point and Prawle Point may have adverse impacts on the SSSI.	Scenarios A & B: Continuation of natural processes is key to the integrity of the SSSI. NAI would continue to maintain and enhance the geological interest features. Scenario C: Holding the line between Start Point and Prawle Point may have adverse impacts on the SSSI.	Scenarios A & B: Continuation of natural processes is key to the integrity of the SSSI. NAI would continue to maintain and enhance the geological interest features. Scenario C: Holding the line between Start Point and Prawle Point may have adverse impacts on the SSSI.
Prawle Point and Start Point SSSI (biological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		Scenario A: 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. Scenario B:	Scenario A: 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. Scenario B:	Scenario A: 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. Scenario B:
Salcombe to Kingsbridge Estuary SSSI (biological) and LNR	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 		Scenario A: Gradual increase in intertidal habitat and gradual reversion of freshwater marsh to brackish habitat to the south of Limebury Point. Coastal squeeze could occur where the estuary is constrained by localised	Scenario A: Increase in intertidal habitat (if not squeezed against manmade structures). Loss of freshwater habitat in hinterland due to saline intrusion to the south of Limebury Point. Coastal squeeze could	Scenario A: Increase in intertidal habitat (if not squeezed against manmade structures). Loss of freshwater habitat in hinterland due to saline intrusion to the south of Limebury Point. Coastal squeeze could

START POINT TO BOLT HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	to protect this marsh is required.	sites.		<p>defences or naturally rising ground that forms the estuary valley.</p> <p>Loss of intertidal habitat due to coastal squeeze in Kingsbridge Estuary, particularly on western edge.</p> <p>Scenario B: Gradual increase in intertidal habitat and gradual reversion of freshwater marsh to brackish habitat to the south of Limebury Point and in Kingsbridge Estuary.</p> <p>Coastal squeeze could occur where the estuary is constrained by localised defences or naturally rising ground that forms the estuary valley.</p> <p>Loss of intertidal habitat between Snapes Point and Splat Cove Point.</p> <p>Scenario C: Gradual increase in intertidal habitat and gradual reversion of freshwater marsh to brackish habitat to the south of Limebury Point.</p> <p>Coastal squeeze could occur where the estuary is constrained by localised defences or naturally rising ground that forms the estuary valley.</p> <p>Loss of intertidal habitat due to coastal squeeze in Kingsbridge Estuary, particularly on western edge.</p>	<p>occur where the estuary is constrained by localised defences or naturally rising ground that forms the estuary valley.</p> <p>Loss of intertidal habitat due to coastal squeeze in Kingsbridge Estuary, particularly on western edge.</p> <p>Scenario B: Increase in intertidal habitat (if not squeezed against manmade structures). Loss of freshwater habitat in hinterland due to saline intrusion.</p> <p>Coastal squeeze could occur where the estuary is constrained by localised defences or naturally rising ground that forms the estuary valley.</p> <p>Scenario C: Increase in intertidal habitat (if not squeezed against manmade structures) to the south of Limebury Point. Loss of freshwater habitat in hinterland due to saline intrusion to the south of Limebury Point.</p> <p>Coastal squeeze could occur where the estuary is constrained by localised defences or naturally rising ground that forms the estuary valley.</p> <p>Loss of intertidal habitat due to coastal squeeze to the north of Limebury Point and in Kingsbridge Estuary, particularly on western edge.</p>	<p>occur where the estuary is constrained by localised defences or naturally rising ground that forms the estuary valley.</p> <p>Loss of intertidal habitat due to coastal squeeze in Kingsbridge Estuary, particularly on western edge.</p> <p>Scenario B: Increase in intertidal habitat (if not squeezed against manmade structures). Loss of freshwater habitat in hinterland due to saline intrusion.</p> <p>Coastal squeeze could occur where the estuary is constrained by localised defences or naturally rising ground that forms the estuary valley.</p> <p>Scenario C: Increase in intertidal habitat (if not squeezed against manmade structures) to the south of Limebury Point. Loss of freshwater habitat in hinterland due to saline intrusion to the south of Limebury Point.</p> <p>Coastal squeeze could occur where the estuary is constrained by localised defences or naturally rising ground that forms the estuary valley.</p> <p>Loss of intertidal habitat due to coastal squeeze to the north of Limebury Point and in Kingsbridge Estuary, particularly on western edge.</p>
Bolt Head to Bolt Tail SSSI (biological)	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		Scenarios A, B & C: Change in net area of cliff top grassland and heathland habitats may be reduced.	Scenarios A, B & C: Change in net area of cliff top grassland and heathland habitats may be reduced.	Scenarios A, B & C: Change in net area of cliff top grassland and heathland habitats may be reduced.

START POINT TO BOLT HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>supported by maritime grassland, maritime heath and scrub.</p> <ul style="list-style-type: none"> The exposed rocks support a wide variety of lichens and provide breeding grounds for birds. 					
South Devon Area of Outstanding Natural Beauty and Heritage Coast	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To conserve and enhance AONBs and avoid conflict with AONB Management Plan or Heritage Coast Objectives 		<p>Scenarios A, B & C: Change in landscape character of South Devon AONB</p> <p>Generally, NAI complements the majority of actions in the AONB Management Plan.</p>	<p>Scenarios A, B & C: Change in landscape character of South Devon AONB</p> <p>Generally, NAI complements the majority of actions in the AONB Management Plan.</p>	<p>Scenarios A, B & C: Change in landscape character of South Devon AONB</p> <p>Generally, NAI complements the majority of actions in the AONB Management Plan.</p>
Scheduled monuments and heritage assets	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. 		<p>Scenarios A & C: Grade 2 and 3 listed buildings at risk of flooding throughout the section; predominantly Salcombe and Kingsbridge.</p> <p>Overbecks Registered Park and Garden at risk of flooding/ erosion.</p> <p>Loss of up to 1 Scheduled Monument (SM): Coaxial Field System SM</p> <p>Scenario B: Grade 2 and 3 listed buildings at risk of flooding throughout the section; predominantly Salcombe and Kingsbridge.</p> <p>Loss of up to 1 Scheduled Monument (SM): Coaxial Field System SM</p> <p>Overbecks Registered Park and Garden at risk of flooding/ erosion.</p> <p>Series of Scheduled Monuments between Prawle Point and Shag rock, and Bolt head, may be affected by coastal erosion.</p>	<p>Scenarios A & C: Grade 2 and 3 listed buildings at risk of flooding throughout the section; predominantly Salcombe and Kingsbridge.</p> <p>Overbecks Registered Park and Garden at risk of flooding/ erosion.</p> <p>Loss of up to 1 Scheduled Monument (SM): Coaxial Field System SM</p> <p>Scenario B: Grade 2 and 3 listed buildings at risk of flooding throughout the section; predominantly Salcombe and Kingsbridge.</p> <p>Loss of up to 1 Scheduled Monument (SM): Coaxial Field System SM</p> <p>Overbecks Registered Park and Garden at risk of flooding/ erosion.</p> <p>Series of Scheduled Monuments between Prawle Point and Shag rock, and Bolt head, may be affected by coastal erosion.</p>	<p>Scenarios A & C: Grade 2 and 3 listed buildings at risk of flooding throughout the section; predominantly Salcombe and Kingsbridge.</p> <p>Overbecks Registered Park and Garden at risk of flooding/ erosion.</p> <p>Loss of up to 1 Scheduled Monument (SM): Coaxial Field System SM</p> <p>Scenario B: Grade 2 and 3 listed buildings at risk of flooding throughout the section; predominantly Salcombe and Kingsbridge.</p> <p>Loss of up to 1 Scheduled Monument (SM): Coaxial Field System SM</p> <p>Overbecks Registered Park and Garden at risk of flooding/ erosion.</p> <p>Series of Scheduled Series of Scheduled Monuments between Prawle Point and Shag rock, and Bolt head, may be affected by coastal erosion.</p>
Agricultural Land	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		<p>Scenarios A, B & C: Grade 3 and 4 agricultural land at risk of flooding/ erosion.</p>	<p>Scenarios A, B & C: Grade 3 and 4 agricultural land at risk of flooding/ erosion.</p>	<p>Scenarios A, B & C: Grade 3 and 4 agricultural land at risk of flooding/ erosion.</p>

START POINT TO BOLT HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	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					

BOLT HEAD TO WEMBURY POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Outer Hope and Inner Hope	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.	Scenarios A, B & C: Loss of properties due to erosion and flooding (if there is no active intervention).	Scenarios A, B & C: Loss of properties due to erosion and flooding (if there is no active intervention).	Scenarios A, B & C: Loss of properties due to erosion and flooding (if there is no active intervention).
Isolated properties, holiday developments and coastal hamlets	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 	<p>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.</p> <p>Continued conflicts between protecting urban areas and maintaining geological exposures.</p> <p>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.</p>	Scenarios A, B & C: Risk of flooding to a hotel near Southdown and Thurlestone Rock.	Scenarios A, B & C: Risk of erosion & flooding to a hotel near Southdown and Thurlestone Rock. Risk to people and holiday properties of erosion at Stoke Beach	Scenarios A, B & C: 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	<ul style="list-style-type: none"> 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, 	<ul style="list-style-type: none"> 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 		Scenario A: Risk of flooding to people and properties at Aveton Gifford and Bridge end. A section of the A379 in	Scenario A: Risk of flooding to people and properties at Aveton Gifford and Bridge end. A section of the A379 in	Scenario A: Risk of flooding to people and properties at Aveton Gifford and Bridge end. A section of the A379 in

BOLT HEAD TO WEMBURY POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>Dart and Yealm Estuaries.</p> <ul style="list-style-type: none"> 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. There is a minor tidal road downstream of Aveton Gifford, which is flooded at high tide. Mariculture of mussels and P oysters. 	<p>industrial, commercial and economic assets and activities.</p> <ul style="list-style-type: none"> To ensure critical services remain operational. 		Aveton Gifford is at risk of flooding.	Aveton Gifford is at risk of flooding.	Aveton Gifford is at risk of flooding.
Bigbury-on-Sea and Burgh Island	<ul style="list-style-type: none"> 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 this 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: Risk of erosion to people and properties, including a hotel.</p> <p>North eastern edge of Burgh Island (includes the hotel) is potentially sheltered from erosion.</p>	<p>Scenarios A, B & C: Risk of erosion to people and properties, including a hotel.</p> <p>North eastern edge of Burgh Island (includes the hotel) is potentially sheltered from erosion.</p>	<p>Scenarios A, B & C: Risk of erosion to people and properties, including a hotel.</p> <p>North eastern edge of Burgh Island (includes the hotel) is potentially sheltered from erosion.</p>
Erme Estuary	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: Risk of flooding to a single property at Efford Ho.</p> <p>Risk of flooding to people and property at Clying Mill.</p> <p>Risk of flooding to people and property e.g. near the junction of the A379 and A3121, and Goutsford BR.</p> <p>Risk of flooding to the A379 and A3121.</p>	<p>Scenarios A, B & C: Risk of flooding to a single property at Efford Ho.</p> <p>Risk of flooding to people and property at Clying Mill.</p> <p>Risk of flooding to people and property near the junction of the A379 and A3121, and Goutsford BR.</p> <p>Risk of flooding to the A379 and A3121.</p>	<p>Scenarios A, B & C: Risk of flooding to a single property at Efford Ho.</p> <p>Risk of flooding to people and property at Clying Mill.</p> <p>Risk of flooding to people and property near the junction of the A379 and A3121, and Goutsford BR.</p> <p>Risk of flooding to the A379 and A3121.</p>
Yealm Estuary, Newton Ferrers and Noss Mayo	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 		<p>Scenarios A, B & C: Risk of flooding to people and properties along the water front at Newton Ferrers.</p> <p>Risk of flooding to industrial assets at Steer point.</p> <p>Risk of flooding to people and properties at Yealhampton and the village</p>	<p>Scenarios A, B & C: Increased risk of flooding to people and properties along the water front at Newton Ferrers.</p> <p>Risk of flooding to industrial assets at Steer point.</p> <p>Risk of flooding to people</p>	<p>Scenarios A, B & C: Increased risk of flooding to people and properties along the water front at Newton Ferrers.</p> <p>Risk of flooding to industrial assets at Steer point.</p> <p>Risk of flooding to people and properties at</p>

BOLT HEAD TO WEMBURY POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<ul style="list-style-type: none"> 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. Eelgrass bed in mouth of estuary, may migrate with sea level rise if allowed or be lost if too deep. 	<p>manage risk of flooding to key community, recreational and amenity facilities.</p> <ul style="list-style-type: none"> To ensure critical road and rail linkages are maintained. To minimise the impact of policies on marine operations and activities. 		<p>of Yealm.</p> <p>Hotel south of A379 near Brixton at risk from flooding.</p> <p>Risk of flooding to the A379 at Yealhampton and at Brixton</p> <p>The school, camp and caravan sites are not at flood or erosion risk.</p>	<p>and properties at Yealhampton and the village of Yealm.</p> <p>Hotel south of A379 near Brixton at risk from flooding.</p> <p>Risk of flooding to the A379 at Yealhampton and at Brixton</p> <p>The school, camp and caravan sites are not at flood or erosion risk.</p>	<p>Yealhampton and the village of Yealm.</p> <p>Hotel south of A379 near Brixton at risk from flooding.</p> <p>Risk of flooding to the A379 at Yealhampton and at Brixton</p> <p>The school, camp and caravan sites are not at flood or erosion risk.</p>
Wembury	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: Limited impact on assets in the Wembury area.</p> <p>Sailing club at risk of flooding.</p>	<p>Scenarios A, B & C: Limited impact on assets in the Wembury area.</p> <p>Sailing club at risk of flooding.</p>	<p>Scenarios A, B & C: Limited impact on assets in the Wembury area.</p> <p>Sailing club at risk of flooding.</p>
Tourist facilities	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A: Potential risk to the South West Coast Path from erosion.</p> <p>Scenario B: Potential risk to the South West Coast Path from erosion.</p> <p>Scenario C: Protection of Golf Course and Coast Path at Thurlestone.</p>	<p>Scenarios A: Potential risk to the South West Coast Path from erosion.</p> <p>Net loss of golf course due to erosion.</p> <p>Potential loss of access to isolated coves and loss of parking/ tourist amenities.</p> <p>Scenario B: Potential risk to the South West Coast Path from erosion.</p> <p>Net loss of golf course due to erosion.</p> <p>Potential loss of access to isolated coves and loss of parking/ tourist amenities.</p> <p>Scenario C: Potential risk to the South West Coast Path from erosion.</p> <p>Net loss of golf course due to erosion.</p> <p>Potential loss of access to</p>	<p>Scenarios A & B: Potential risk to the South West Coast Path from erosion.</p> <p>Net loss of golf course due to erosion.</p> <p>Potential loss of access to isolated coves and loss of parking/ tourist amenities.</p> <p>Scenario B: Potential risk to the South West Coast Path from erosion.</p> <p>Net loss of golf course due to erosion.</p> <p>Potential loss of access to isolated coves and loss of parking/ tourist amenities.</p> <p>Scenario C: Potential risk to the South West Coast Path from erosion.</p> <p>Net loss of golf course due to erosion.</p> <p>Potential loss of access to</p>

BOLT HEAD TO WEMBURY POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Plymouth Sound and Estuaries SAC	<ul style="list-style-type: none"> Designated for its sandbanks, estuaries, mudflats and sandflats, shallow inlets and bays, reefs, <i>Salicornia</i> and other annuals colonising mud and sand, <i>Spartina</i> swards and Atlantic salt meadows. Also designated for the following species: <i>Petromyzon marinus</i>, <i>Lampetra fluviatilis</i>, <i>Alosa alosa</i>, <i>Alosa fallax</i>, <i>Tursiops truncatus</i> and <i>Phocoena phocoena</i> (the latter two species are unlikely to be affected by management policy changes). 	<ul style="list-style-type: none"> To maintain the integrity of internationally designated sites and the favourable condition of their interest features. 			isolated coves and loss of parking/ tourist amenities.	isolated coves and loss of parking/ tourist amenities.
Blackstone Point SAC and SSSI (biological and geological)	<ul style="list-style-type: none"> Designated for its vegetated sea cliffs of the Atlantic and Baltic coasts, and shore dock <i>Rumex rupestris</i>, 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. 	<ul style="list-style-type: none"> 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. 		Scenarios A, B & C: Continuation of natural processes is key to the integrity of the SAC and SSSI, therefore NAI would continue to maintain these features.	Scenarios A, B & C: Continuation of natural processes is key to the integrity of the SAC and SSSI, therefore NAI would continue to maintain these features.	Scenarios A, B & C: 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)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		Scenarios A, B & C: Change in net area of cliff top grassland, heathland and scrub habitats.	Scenarios A, B & C: Change in net area of cliff top grassland, heathland and scrub habitats.	Scenarios A, B & C: Change in net area of cliff top grassland, heathland and scrub habitats.
Wheal Emily SSSI (geological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		Scenarios A, B & C: Potential impact on this SSSI	Scenarios A, B & C: Potential impact on this SSSI	Scenarios A, B & C: Potential impact on this SSSI

BOLT HEAD TO WEMBURY POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Wembury Point SSSI (biological and geological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenarios A, B & C: Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain these features.</p>	<p>Scenarios A, B & C: Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain these features.</p>	<p>Scenarios A, B & C: Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain these features.</p>
Erme Estuary, Yealm Estuary and South Milton Ley SSSIs (biological)	<ul style="list-style-type: none"> 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 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		<p>Scenarios A, B & C: Potential loss of the net area of some features due to flooding and erosion. Potential for intertidal habitat creation in many areas including on the Yealm Estuary. Potential for loss of reedbed habitat at Milton Ley due to coastal flooding.</p>	<p>Scenarios A, B & C: Potential loss of the net area of some features due to flooding and erosion. Potential for intertidal habitat creation in many areas including on the Yealm Estuary. Potential for loss of reedbed habitat at Milton Ley due to coastal flooding.</p>	<p>Scenarios A, B & C: Potential loss of the net area of some features due to flooding and erosion. Potential for intertidal habitat creation in many areas including on the Yealm Estuary. Potential for loss of reedbed habitat at Milton Ley due to coastal flooding.</p>
Wembury Voluntary Marine Conservation Area	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical, enhance the designated interest of the locally designated conservation sites. 		<p>Scenarios A, B & C: Potential for the net loss of one or more features of the Marine Conservation area due to erosion.</p>	<p>Scenarios A, B & C: Potential for the net loss of one or more features of the Marine Conservation area due to erosion.</p>	<p>Scenarios A, B & C: Potential for the net loss of one or more features of the Marine Conservation area due to erosion.</p>
South Devon Area of Outstanding Natural Beauty and Heritage Coast	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> To conserve and enhance AONBs and avoid conflict with AONB Management Plan or Heritage Coast Objectives 		<p>Scenarios A, B & C: Change in landscape character of AONB. It is possible that NAI may conflict with some of the</p>	<p>Scenarios A, B & C: Change in landscape character of AONB. It is possible that NAI may conflict with some of</p>	<p>Scenarios A, B & C: Change in landscape character of AONB. It is possible that NAI may conflict with some of the</p>

BOLT HEAD TO WEMBURY POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>of the landscape by helping to guide and manage change.</p> <ul style="list-style-type: none"> 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. 			management objectives of the AONB Management Plan, particularly those relating to improvement works at Challaborough.	the management objectives of the AONB Management Plan, particularly those relating to improvement works at Challaborough.	management objectives of the AONB Management Plan, particularly those relating to improvement works at Challaborough.
Scheduled monuments and heritage assets	<ul style="list-style-type: none"> Seven Scheduled Monuments lie within this stretch of coastline and include hill forts, a Roman settlement site and an anti-aircraft 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. 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. 		<p>Scenario A: Grade 1, 2 and 3 listed buildings potentially at risk from flooding particularly in Yealhampton and Newton Ferrers.</p> <p>Up to 2 Scheduled Monument (SMs) at risk: Field Systems, Hut Circles and Four Beacons SM and Iron Age Cliff Castle SM.</p> <p>Register Parks and Gardens:</p> <ul style="list-style-type: none"> Langdon Court Hotel at risk of flooding Flete at risk of flooding <p>Erme Estuary and Erme Ingot protected wrecks at risk from erosion.</p> <p>Scenario B: Grade 1, 2 and 3 listed buildings potentially at risk from flooding particularly in Yealhampton and Newton Ferrers.</p> <p>Up to 3 Scheduled Monument (SMs) at risk: Field Systems, Hut Circles and Four Beacons SM, Iron Age Cliff Castle SM and Roman Settlement Site SM at Bantham Ham.</p> <p>Register Parks and Gardens:</p> <ul style="list-style-type: none"> Langdon Court Hotel at risk of flooding Flete at risk of flooding <p>Erme Estuary and Erme</p>	<p>Scenario A: Grade 1, 2 and 3 listed buildings potentially at risk from flooding particularly in Yealhampton and Newton Ferrers.</p> <p>Up to 4 Scheduled Monument (SMs) at risk: - Field Systems, Hut Circles and Four Beacons SM, Medieval Farmstead & Field System at Warren Barn SM, Iron Age Cliff Castle SM and Roman Settlement Site SM at Bantham Ham.</p> <p>Register Parks and Gardens:</p> <ul style="list-style-type: none"> Langdon Court Hotel at risk of flooding Flete at risk of flooding <p>Erme Estuary and Erme Ingot protected wrecks at risk from erosion.</p> <p>Scenario B: Grade 1, 2 and 3 listed buildings potentially at risk from flooding particularly in Yealhampton and Newton Ferrers.</p> <p>Up to 5 Scheduled Monument (SMs) at risk: - Field Systems, Hut Circles and Four Beacons SM, Medieval Farmstead & Field System at Warren Barn SM, Five Round Barrows SM, Iron Age Cliff Castle SM and Roman Settlement Site SM at Bantham Ham.</p> <p>Register Parks and Gardens:</p> <ul style="list-style-type: none"> Langdon Court Hotel at risk of flooding Flete at risk of flooding <p>Erme Estuary and Erme Ingot protected wrecks at risk from erosion.</p> <p>Scenario B: Grade 1, 2 and 3 listed buildings potentially at risk from flooding particularly in Yealhampton and Newton Ferrers.</p> <p>Up to 5 Scheduled Monument (SMs) at risk: - Field Systems, Hut Circles and Four Beacons SM, Medieval Farmstead & Field System at Warren Barn SM, Five Round Barrows SM, Iron Age Cliff Castle SM</p>	<p>Scenario A: Grade 1, 2 and 3 listed buildings potentially at risk from flooding particularly in Yealhampton and Newton Ferrers.</p> <p>Up to 5 Scheduled Monument (SMs) at risk: - Field Systems, Hut Circles and Four Beacons SM, Medieval Farmstead & Field System at Warren Barn SM, Five Round Barrows SM, Iron Age Cliff Castle SM and Roman Settlement Site SM at Bantham Ham.</p> <p>Register Parks and Gardens:</p> <ul style="list-style-type: none"> Langdon Court Hotel at risk of flooding Flete at risk of flooding <p>Erme Estuary and Erme Ingot protected wrecks at risk from erosion.</p> <p>Scenario B: Grade 1, 2 and 3 listed buildings potentially at risk from flooding particularly in Yealhampton and Newton Ferrers.</p> <p>Up to 5 Scheduled Monument (SMs) at risk: - Field Systems, Hut Circles and Four Beacons SM, Medieval Farmstead & Field System at Warren Barn SM, Five Round Barrows SM, Iron Age Cliff Castle SM</p>

BOLT HEAD TO WEMBURY POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
				<p>Ingot protected wrecks at risk from erosion.</p> <p>Scenario C: Grade 1, 2 and 3 listed buildings potentially at risk from flooding particularly in Yealhampton and Newton Ferrers.</p> <p>Up to 1 Scheduled Monument (SM) at risk: Field Systems, Hut Circles and Four Beacons SM.</p> <p>Register Parks and Gardens:</p> <ul style="list-style-type: none"> - Langdon Court Hotel at risk of flooding - Flete at risk of flooding <p>Erme Estuary and Erme Ingot protected wrecks at risk from erosion.</p>	<p>Field System at Warren Barn SM, Five Round Barrows SM, Iron Age Cliff Castle SM and Roman Settlement Site SM at Bantham Ham.</p> <p>Register Parks and Gardens:</p> <ul style="list-style-type: none"> - Langdon Court Hotel at risk of flooding - Flete at risk of flooding <p>Erme Estuary and Erme Ingot protected wrecks at risk from erosion.</p> <p>Scenario C: Grade 1, 2 and 3 listed buildings potentially at risk from flooding particularly in Yealhampton and Newton Ferrers.</p> <p>Up to 3 Scheduled Monument (SMs) at risk: - Field Systems, Hut Circles and Four Beacons SM, Medieval Farmstead & Field System at Warren Barn Up to 5 Scheduled Monument (SMs) at risk: - Field Systems, Hut Circles and Four Beacons SM, Medieval Farmstead & Field System at Warren Barn SM, Five Round Barrows SM, Iron Age Cliff Castle SM and Roman Settlement Site SM at Bantham Ham.</p> <p>Register Parks and Gardens:</p> <ul style="list-style-type: none"> - Langdon Court Hotel at risk of flooding - Flete at risk of flooding <p>Erme Estuary and Erme Ingot protected wrecks at risk from erosion.</p>	<p>and Roman Settlement Site SM at Bantham Ham..</p> <p>Register Parks and Gardens:</p> <ul style="list-style-type: none"> - Langdon Court Hotel at risk of flooding - Flete at risk of flooding <p>Erme Estuary and Erme Ingot protected wrecks at risk from erosion.</p> <p>Scenario C: Grade 1, 2 and 3 listed buildings potentially at risk from flooding particularly in Yealhampton and Newton Ferrers.</p> <p>Up to 4 Scheduled Monument (SMs) at risk: - Field Systems, Hut Circles and Four Beacons SM, Medieval Farmstead & Field System at Warren Barn SM, Five Round Barrows SM Up to 5 Scheduled Monument (SMs) at risk: - Field Systems, Hut Circles and Four Beacons SM, Medieval Farmstead & Field System at Warren Barn SM, Five Round Barrows SM, Iron Age Cliff Castle SM and Roman Settlement Site SM at Bantham Ham.</p> <p>Register Parks and Gardens:</p> <ul style="list-style-type: none"> - Langdon Court Hotel at risk of flooding - Flete at risk of flooding <p>Erme Estuary and Erme Ingot protected wrecks at risk from erosion.</p>

BOLT HEAD TO WEMBURY POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Agricultural Land	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		Scenarios A, B & C: Grades 3, 4 and 5 Agricultural land at risk of flooding/ erosion.	Scenarios A, B & C: Grades 3, 4 and 5 Agricultural land at risk of flooding/ erosion.	Scenarios A, B & C: Grades 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	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Isolated properties, holiday developments and coastal hamlets	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 	<p>This stretch of coastline encompasses the several large urban settlement of Plymouth.</p> <p>Where undefended, the coastline is characterised by cliffs of outstanding landscape and geological/ geomorphological value, therefore a key consideration will be the conservation of these features.</p> <p>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.</p>	<p>Scenario A: Isolated properties at Wembury point at risk from erosion</p> <p>Risk of erosion to people and properties at Bovisand Bay</p> <p>Risk of erosion to people and properties at Staddon Point</p>	<p>Scenario A: Isolated properties at Wembury point at risk from erosion</p> <p>Risk of erosion to people and properties at Bovisand Bay</p> <p>Risk of erosion to people and properties at Staddon Point</p>	<p>Scenario A: Isolated properties at Wembury point at risk from erosion</p> <p>Risk of erosion to people and properties at Bovisand Bay</p> <p>Risk of erosion to people and properties at Staddon Point</p>
Plymouth	<ul style="list-style-type: none"> 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 (River 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenario A: People and properties protected 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</p> <p>The A347 and A38 protected from flooding.</p>	<p>Scenario A: People and properties protected 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</p> <p>The A347 and A38 protected from flooding.</p>	<p>Scenario A: People and properties protected 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</p> <p>The A347 and A38 protected from flooding.</p>
Tourist Facilities	<ul style="list-style-type: none"> There is a golf course at Straddon Heights, which is located on the cliff top but is unlikely 	<ul style="list-style-type: none"> To avoid loss due to erosion of and manage risk of flooding to key community, recreational and 		Scenario A: Minimal loss of tourist facilities in the	Scenario A: Risk of erosion and loss of net area of some tourist	Risk of erosion and loss of the net area of some tourist

WEMBURY POINT TO DEVIL'S POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<p>to be affected by erosion.</p> <ul style="list-style-type: none"> 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. 	amenity facilities.		short-term.	amenities. South West Coast Path at risk from erosion and potential loss in some areas.	amenities. South West Coast Path at risk from erosion and potential loss in some areas.
Plymouth Sound and Estuaries SAC/Plymouth Sound Shores and Cliffs SSSI (biological)	<ul style="list-style-type: none"> Designated for its sandbanks, estuaries, mudflats and sandflats, shallow inlets and bays, reefs, <i>Salicornia</i> and other annuals colonising mud and sand, <i>Spartina</i> swards and Atlantic salt meadows. Also designated for the following species: <i>Petromyzon marinus</i>, <i>Lampetra fluviatilis</i>, <i>Alosa alosa</i>, <i>Alosa fallax</i>, <i>Tursiops truncatus</i> and <i>Phocoena phocoena</i>. 	<ul style="list-style-type: none"> 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. 		<p>Scenario A: Potential for an increase in intertidal habitat (if not squeezed against hard structures) to the east of Mount Batten Breakwater.</p> <p>Potential for a loss of intertidal habitat due to coastal squeeze to the west of Mount Batten Breakwater.</p>	<p>Scenario A: Potential for an increase in intertidal habitat (if not squeezed against hard structures) to the east of Mount Batten Breakwater.</p> <p>Potential for a loss of intertidal habitat due to coastal squeeze to the west of Mount Batten Breakwater.</p>	<p>Scenario A: Potential for an increase in intertidal habitat (if not squeezed against hard structures) to the east of Mount Batten Breakwater.</p> <p>Potential for a loss of intertidal habitat due to coastal squeeze to the west of Mount Batten Breakwater.</p>
Wallsend Industrial Estate, Faraday Road, Lockridge Mine, Mount Rise, Richmond Walk SSSIs (geological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenario A: Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.</p>	<p>Scenario A: Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.</p>	<p>Scenario A: Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.</p>
Wembury Point and Western King SSSIs (biological and geological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenario A: Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.</p> <p>Holding the Line has the potential to adversely impact upon the limestones of the Western King.</p>	<p>Scenario A: Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.</p> <p>Holding the Line has the potential to adversely impact upon the limestones of the Western King.</p>	<p>Scenario A: Continuation of natural processes is key to the integrity of the SSSIs, therefore NAI would continue to maintain these features.</p> <p>Holding the Line has the potential to adversely impact upon the limestones of the Western King.</p>
South Devon Area of Outstanding Natural Beauty and Heritage Coasts	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> To avoid conflict with AONB Management Plan Objectives. 		<p>Scenario A: Change in landscape character of AONB</p>	<p>Scenario A: Change in landscape character of AONB</p>	<p>Scenario A: Change in landscape character of AONB</p>

WEMBURY POINT TO DEVIL'S POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	of the landscape by helping to guide and manage change.					
Scheduled monuments sand heritage assets	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. 		<p>Scenario A: Protection of Grade 1, 2 and 3 listed buildings from flooding or erosion.</p> <p>Protection of Registered Parks and Gardens and Scheduled Monuments:</p> <ul style="list-style-type: none"> No 1 Basin And No 1 Dock, South Yard, Devonport Dockyard at risk of flooding Slip No 1 (The Covered Slip), South Yard, Devonport Dockyard at risk from flooding Boheterick 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 	<p>Scenario A: Protection of Grade 1, 2 and 3 listed buildings from flooding or erosion.</p> <p>Protection of Registered Parks and Gardens and Scheduled Monuments:</p> <ul style="list-style-type: none"> No 1 Basin And No 1 Dock, South Yard, Devonport Dockyard at risk of flooding Slip No 1 (The Covered Slip), South Yard, Devonport Dockyard at risk from flooding Boheterick 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 	<p>Scenario A: Protection of Grade 1, 2 and 3 listed buildings from flooding or erosion.</p> <p>Protection of Registered Parks and Gardens and Scheduled Monuments:</p> <ul style="list-style-type: none"> No 1 Basin And No 1 Dock, South Yard, Devonport Dockyard at risk of flooding Slip No 1 (The Covered Slip), South Yard, Devonport Dockyard at risk from flooding Boheterick 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	<ul style="list-style-type: none"> Farmland stretches inland from the cliff top, therefore any erosion will affect net area. However, this is low-grade farmland (Grade 3 and below). 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		Scenario A: Grades 2, 3 and 4 agricultural land at risk from flooding or erosion.	Scenario A: Grades 2, 3 and 4 agricultural land at risk from flooding or erosion.	Scenario A: Grades 2, 3 and 4 agricultural land at risk from flooding or erosion.
Landfill sites	<ul style="list-style-type: none"> 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, Cattedown Junction Playing Field, MacAdam Road, Cattedown Road, Severnside Waste Paper. 	<ul style="list-style-type: none"> To prevent pollution from contaminated sources 		Scenario A: Protection of majority of landfill sites from flooding.	Scenario A: Protection of majority of landfill sites from flooding.	Scenario A: Protection of majority of landfill sites from flooding.

WEMBURY POINT TO DEVIL'S POINT						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<ul style="list-style-type: none"> 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 landfilling. The current state of the historic landfill sites (i.e. any details of remediation/removal etc) has not been considered at this strategic level. 					

TAMAR ESTUARY						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Isolated properties, holiday developments and coastal hamlets	<ul style="list-style-type: none"> There are various isolated properties, farmsteads and coastal hamlets, at the top of the cliffs, at the entrance to the Sound. 	<ul style="list-style-type: none"> 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. 	<p>This stretch of coastline encompasses the several large urban settlements including Saltash, Plymouth and Torpoint.</p> <p>The coastline is characterised by cliffs of outstanding landscape and geological/ geomorphological value, therefore a key consideration will be the conservation of these features.</p>	Scenario A: Limited impacts on isolated properties.	Scenario A: Limited impacts on isolated properties.	Scenario A: Limited impacts on isolated properties.
Plymouth	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 	<p>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.</p>	<p>Scenario A: People and properties protected 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</p> <p>A347 and A38 protected from flooding.</p>	<p>Scenario A: People and properties protected 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</p> <p>A347 and A38 protected from flooding.</p>	<p>Scenario A: People and properties protected 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</p> <p>A347 and A38 protected from flooding.</p>
Saltash	<ul style="list-style-type: none"> Town on the River Tamar with a waterside frontage, shopping centre and good leisure facilities. There is a ferry service from Saltash to Plymouth. 	<ul style="list-style-type: none"> 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 		<p>Scenario A: People and properties around the Tamar Bridge and along the edge of the town's limits at Burraton Coombe protected from flooding.</p>	<p>Scenario A: People and properties around the Tamar Bridge and along the edge of the town's limits at Burraton Coombe protected from</p>	<p>Scenario A: People and properties around the Tamar Bridge and along the edge of the town's limits at Burraton Coombe protected from flooding.</p>

TAMAR ESTUARY						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
	<ul style="list-style-type: none"> The Main Line railway runs close to the shoreline to the south of Saltash. 	<p>economic assets and activities.</p> <ul style="list-style-type: none"> 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. 		A38 near the junction with New Road protected from flooding.	flooding. A38 near the junction with New Road protected from flooding.	A38 near the junction with New Road protected from flooding.
Torpoint	<ul style="list-style-type: none"> Situated on a peninsula across the River Tamar and linked to Plymouth by passenger and vehicle ferries. 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenario A: People and properties at risk from flooding around Millhouse park, Marina drive, and Gravesend Gardens</p> <p>Ferry port and road linkages to it are also at risk of flooding.</p>	<p>Scenario A: People and properties at risk from flooding around Millhouse park, Marina drive, and Gravesend Gardens</p> <p>Ferry port and road linkages to it are also at risk of flooding.</p>	<p>Scenario A: People and properties at risk from flooding around Millhouse park, Marina drive, and Gravesend Gardens</p> <p>Ferry port and road linkages to it are also at risk of flooding.</p>
Tourist Facilities	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. 		Scenario A: Minimal impact on tourist facilities in the short-term.	Scenario A: South West Coast Path at risk from managed realignment in some areas	Scenario A: South West Coast Path at risk from managed realignment in some areas
Cornwall and West Devon Mining Landscape World Heritage Site	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> To avoid loss of scheduled and other internationally/ nationally important heritage assets and features. 		Scenario A: World Heritage Site adjacent to the River Tamar protected from flooding.	Scenario A: World Heritage Site adjacent to the River Tamar protected from flooding.	Scenario A: World Heritage Site adjacent to the River Tamar protected from flooding.
Tamar Estuaries Complex SPA and Tamar-Tavy Estuary SSSI (biological)	<ul style="list-style-type: none"> SPA designated for its <i>Egretta garzetta</i> and <i>Recurvirostra avosetta</i>. 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. 	<ul style="list-style-type: none"> 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. 		<p>Scenario A: Holding the line along much of the Tamar Estuary may lead to the loss of some areas of intertidal habitat through coastal squeeze.</p> <p>Managed realignment between Tamerton Lake and Saltash North (upper Tamar Estuary West) would increase the extent of</p>	<p>Scenario A: Holding the line along much of the Tamar Estuary may lead to the loss of some areas of intertidal habitat through coastal squeeze.</p> <p>Managed realignment between Tamerton Lake and Saltash North (upper Tamar Estuary West) would increase the</p>	<p>Scenario A: Holding the line along much of the Tamar Estuary may lead to an increased loss of some areas of intertidal habitat through coastal squeeze.</p> <p>Managed realignment between Tamerton Lake and Saltash North (upper Tamar Estuary West) would increase the extent of</p>

TAMAR ESTUARY						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
				wetland habitat adjacent to the River Tavy and River Tamar.	extent of wetland habitat adjacent to the River Tavy and River Tamar.	wetland habitat adjacent to the River Tavy and River Tamar.
Plymouth Sound and Estuaries SAC/Plymouth Sound Shores and Cliffs SSSI (biological)	<ul style="list-style-type: none"> Designated for its sandbanks, estuaries, mudflats and sandflats, shallow inlets and bays, reefs, <i>Salicornia</i> and other annuals colonising mud and sand, <i>Spartina</i> swards and Atlantic salt meadows. Also designated for the following species: <i>Petromyzon marinus</i>, <i>Lampetra fluviatilis</i>, <i>Alosa alosa</i>, <i>Alosa fallax</i>, <i>Tursiops truncatus</i> and <i>Phocoena phocoena</i>. 	<ul style="list-style-type: none"> 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. 		<p>Scenario A: Holding the line along much of the Tamar Estuary may lead to the loss of some areas of intertidal habitat through coastal squeeze.</p> <p>Managed realignment between Tamerton Lake and Saltash North (upper Tamar Estuary West) would increase the extent of wetland habitat adjacent to the River Tavy and River Tamar.</p>	<p>Scenario A: Holding the line along much of the Tamar Estuary may lead to the loss of some areas of intertidal habitat through coastal squeeze.</p> <p>Managed realignment between Tamerton Lake and Saltash North (upper Tamar Estuary West) would increase the extent of wetland habitat adjacent to the River Tavy and River Tamar.</p>	<p>Scenario A: Holding the line along much of the Tamar Estuary may lead to an increased loss of some areas of intertidal habitat through coastal squeeze.</p> <p>Managed realignment between Tamerton Lake and Saltash North (upper Tamar Estuary West) would increase the extent of wetland habitat adjacent to the River Tavy and River Tamar.</p>
St John's Lake and Lynher Estuary, SSSIs (biological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid adverse impacts on, conserve and where practical enhance the designated interest of nationally designated conservation sites. 		<p>Scenario A: Potentially loss of the net area of intertidal habitat through coastal squeeze due to holding the line.</p>	<p>Scenario A: Potentially loss of the net area of intertidal habitat through coastal squeeze due to holding the line.</p>	<p>Scenario A: Potentially loss of the net area of intertidal habitat through coastal squeeze due to holding the line.</p>
South Devon/Cornwall and Tamar Valley Areas of Outstanding Natural Beauty and Heritage Coasts	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid conflict with AONB Management Plan Objectives. 		<p>Scenario A: Change in landscape character of AONB</p>	<p>Scenario A: Change in landscape character of AONB</p>	<p>Scenario A: Change in landscape character of AONB</p>
Scheduled monuments and heritage assets	<ul style="list-style-type: none"> Listed buildings, Scheduled Monuments and Registered Parks and Gardens lie within this estuary. 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. 		<p>Scenario A: Grade 1, 2 and 3 listed buildings protected from flooding.</p> <p>Registered Parks and Gardens (e.g. Antony)</p>	<p>Scenario A: Grade 1, 2 and 3 listed buildings protected from flooding.</p> <p>Registered Parks and Gardens (e.g. Antony)</p>	<p>Scenario A: Grade 1, 2 and 3 listed buildings protected from flooding.</p> <p>Registered Parks and Gardens (e.g. Antony)</p>

TAMAR ESTUARY						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
				pleasure grounds and Cotehele) protected from flooding. Scheduled Monuments that would be protected against flood risk include - No 1 Basin And No 1 Dock, South Yard, Devonport Dockyard at risk 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	pleasure grounds and Cotehele) protected from flooding. Scheduled Monuments that would be protected against flood risk include - No 1 Basin And No 1 Dock, South Yard, Devonport Dockyard at risk 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	pleasure grounds and Cotehele) protected from flooding. Scheduled Monuments that would be protected against flood risk include - No 1 Basin And No 1 Dock, South Yard, Devonport Dockyard at risk 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
Agricultural Land	<ul style="list-style-type: none"> Farmland stretches inland from the cliff top, therefore any erosion will affect net area. However, this is low-grade farmland (Grade 3 and below). 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		Scenario A: Some areas of Grade 2, 3 and 4 agricultural land at risk from flooding or erosion.	Scenario A: Some areas of Grade 2, 3 and 4 agricultural land at risk from flooding or erosion.	Scenario A: Some areas of Grade 2, 3 and 4 agricultural land at risk from flooding or erosion.
Landfill sites	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To prevent pollution from contaminated sources 		Scenario A: All historic landfill sites protected from flooding.	Scenario A: All historic landfill sites protected from flooding.	Scenario A: All historic landfill sites protected from flooding.

MOUNT EDGCUMBE TO RAME HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Isolated properties,	<ul style="list-style-type: none"> There are various isolated properties, 	<ul style="list-style-type: none"> To avoid loss of property due to 	This largely undeveloped coastline is	Scenarios A & C: Isolated	Scenarios A & C Isolated	Scenarios A & C Isolated

MOUNT EDGCUMBE TO RAME HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
holiday developments and coastal hamlets	<ul style="list-style-type: none"> farmsteads and coastal hamlets There are also holiday developments. Picklecombe Fort has recently been converted to accommodation. 	<ul style="list-style-type: none"> 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. 	characterised by cliffs of outstanding landscape and geological/ geomorphological value, therefore a key consideration will be the conservation of these features. There are various isolated properties, farmsteads and coastal hamlets and Kingsand and Cawsand are locally important tourist resorts, where the beaches are a key attraction.	properties, farmsteads and coastal hamlets at risk from erosion between Mount Edgcumbe and Kingsand.	properties, farmsteads and coastal hamlets at risk from erosion between Mount Edgcumbe and Kingsand.	properties, farmsteads and coastal hamlets at risk from erosion between Mount Edgcumbe and Kingsand.
Kingsand and Cawsand	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		Scenarios A & C: Holding the line will sustain features at Kingsand and protect people and properties from erosion at Cawsand on sea front. Protection of Plymouth Ferry Dock facilities from flooding.	Scenarios A & C: Holding the line will sustain features at Kingsand and protect people and properties from erosion at Cawsand on sea front. Protection of Plymouth Ferry Dock facilities from flooding.	Scenarios A & C: Holding the line will sustain features at Kingsand and protect people and properties from erosion at Cawsand on sea front. Protection of Plymouth Ferry Dock facilities from flooding.
Tourist Facilities	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid loss due to erosion of and manage risk of flooding to key community, recreational and amenity facilities. 		Scenario A: Potential loss of a small area of Mount Edgcumbe Country Park. South West Coast Path at risk from erosion and potential loss between Mount Edgcumbe and Kingsand and between Cawsand and Rame Head. Scenario C: Potential loss of a small area of Mount Edgcumbe Country Park. South West Coast Path at risk from erosion and potential loss between Mount Edgcumbe and Picklecombe Point, Picklecombe Point and Kingsand and between Cawsand and Rame Head.	Scenario A: Potential loss of a small area of Mount Edgcumbe Country Park. South West Coast Path at risk from erosion and potential loss between Mount Edgcumbe and Kingsand and between Cawsand and Rame Head. Scenario C: Potential loss of a small area of Mount Edgcumbe Country Park. South West Coast Path at risk from erosion and potential loss between Mount Edgcumbe and Kingsand and between Cawsand and Rame Head.	Scenario A: Potential loss of a small area of Mount Edgcumbe Country Park. South West Coast Path at risk from erosion and potential loss between Mount Edgcumbe and Kingsand and between Cawsand and Rame Head. Scenario C: Potential loss of a small area of Mount Edgcumbe Country Park. South West Coast Path at risk from erosion and potential loss between Mount Edgcumbe and Kingsand and between Cawsand and Rame Head.
Plymouth Sound and Estuaries SAC/Plymouth Sound Shores and Cliffs SSSI (biological)	<ul style="list-style-type: none"> Designated for its sandbanks, estuaries, mudflats and sandflats, shallow inlets and bays, reefs, <i>Salicornia</i> and other annuals colonising mud and sand, <i>Spartina</i> swards and Atlantic salt meadows. Also designated for the following species: <i>Petromyzon marinus</i>, <i>Lampetra fluviatilis</i>, <i>Alosa alosa</i>, <i>Alosa fallax</i>, <i>Tursiops truncatus</i> and <i>Phocoena phocoena</i>. 	<ul style="list-style-type: none"> 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. 		Scenarios A & C: Potential increase in intertidal habitat in areas of NAI.	Scenarios A & C: Potential increase in intertidal habitat in areas of NAI.	Scenarios A & C: Potential increase in intertidal habitat in areas of NAI.
Kingsand to Sandway Point SSSI (geological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 		Scenarios A & C: Continuation of natural processes is key to the integrity of the SSSI and, therefore NAI in the northern section of this SSSI would continue to	Scenarios A & C: Continuation of natural processes is key to the integrity of the SSSI and, therefore NAI in the northern section of this SSSI would continue to	Scenarios A & C: Continuation of natural processes is key to the integrity of the SSSI and, therefore NAI in the northern section of this SSSI would continue to

MOUNT EDGCUMBE TO RAME HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
		<i>nationally designated conservation sites.</i>		maintain the exposures. Holding the line in the southern section of the SSSI between Kingsand and Cawsand has the potential to adversely impact this feature.	maintain the exposures. Holding the line in the southern section of the SSSI between Kingsand and Cawsand has the potential to adversely impact this feature.	maintain the exposures. Holding the line in the southern section of the SSSI between Kingsand and Cawsand has the potential to adversely impact this feature.
Rame Head and Whitsand Bay SSSI (biological and geological)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 		Scenarios A & C: Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain the interest features of the SSSI.	Scenarios A & C: Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain the interest features of the SSSI.	Scenarios A & C: Continuation of natural processes is key to the integrity of the SSSI, therefore NAI would continue to maintain the interest features of the SSSI.
Cornwall and Tamar Valley Areas of Outstanding Natural Beauty and Heritage Coasts	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> To avoid conflict with AONB Management Plan Objectives. 		Scenarios A & C: Change in landscape character of AONB	Scenarios A & C: Change in landscape character of AONB	Scenarios A & C: Change in landscape character of AONB
Scheduled monuments and heritage assets	<ul style="list-style-type: none"> Scheduled Monuments, Registered Parks and Gardens and listed buildings lie along this stretch of coastline. 	<ul style="list-style-type: none"> To avoid loss of scheduled and other nationally important cultural heritage sites. 		Scenarios A & C: Some Grade 1, 2 and 3 listed buildings at risk from flooding or erosion including clusters of listed buildings located in around Mount Edgcumbe Country Park. Potential loss of parts of Mount Edgcumbe Registered Parks and Gardens from erosion. Potential loss of up to 1 Scheduled Monument (SM) due to erosion: Promontory Fort and St Michael's Chapel, Rame Head SM.	Scenarios A & C: Some Grade 1, 2 and 3 listed buildings at risk from flooding or erosion including clusters of listed buildings located in around Mount Edgcumbe Country Park. Potential loss of parts of Mount Edgcumbe Registered Parks and Gardens from erosion. Potential loss of up to 1 Scheduled Monument (SM) due to erosion: Promontory Fort and St Michael's Chapel, Rame Head SM. Protection of Cawsand Fort Scheduled Monument.	Scenarios A & C: Some Grade 1, 2 and 3 listed buildings at risk from flooding or erosion including clusters of listed buildings located in around Mount Edgcumbe Country Park. Potential loss of parts of Mount Edgcumbe Registered Parks and Gardens from erosion. Potential loss of up to 1 Scheduled Monument (SM) due to erosion: Promontory Fort and St Michael's Chapel, Rame Head SM. Protection of Cawsand Fort Scheduled Monument.
Agricultural Land	<ul style="list-style-type: none"> Farmland stretches inland from the cliff top, therefore any erosion will affect net area. However, this is low-grade farmland (Grade 3 and below). 	<ul style="list-style-type: none"> To avoid loss due to erosion of and/or manage risk of flooding to agricultural land. 		Scenarios A and C: Some areas of Grades 2, 3 and 4 agricultural land at risk from flooding or erosion.	Scenarios A and C: Some areas of Grades 2, 3 and 4 agricultural land at risk from flooding or erosion.	Scenarios A and C: Some areas of Grades 2, 3 and 4 agricultural land at risk from flooding or erosion.

MOUNT EDGCUMBE TO RAME HEAD						
Location/ feature	Key issues	Objectives that apply	Key Considerations	Assessment of Scenarios A, B and C		
				Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)
Marine operations	<ul style="list-style-type: none"> At Penlee Point lies Trinity House Fog Signal Station. 	<ul style="list-style-type: none"> To minimise the impact of policies on marine operations and activities. 		Scenarios A & C: Penlee Point Fog Signal Station at risk from erosion.	Scenarios A & C: Penlee Point Fog Signal Station at risk from erosion.	Scenarios A & C: Penlee Point Fog Signal Station at risk from erosion.

Annex F.4 – Proposed Preferred Policies

Following a review of the policy appraisals for each scenario, the proposed preferred policies that provide the most appropriate, sustainable long-term management of the coast were identified. These are summarised in the following table, along with comments/justification as to why they were identified as the proposed preferred options.

These proposed preferred policies were then reviewed and consulted on with the South Devon & Dorset Coastal Advisory Group (see **Appendix G**).

Policy Unit (Number and Description)	SMP1 Policy	Preferred Policy			Supporting Notes	
		Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)		
POLICY SCENARIO AREA: DURLSTON HEAD TO WHITE NOTHE						
5g01	Durlston Head to St Alban's Head	Do Nothing	NAI	NAI	NAI	Undefined, internationally designated section of coast would be allowed to continue to evolve naturally.
5g02	St Alban's Head to Kimmeridge Bay	Do Nothing	NAI	NAI	NAI	Undefined, internationally designated section of coast would be allowed to continue to evolve naturally.
5g03	Kimmeridge Bay (defended length)	Do Nothing; Retreat	MR	MR	MR	Small length of defence on the eastern side of Kimmeridge Bay. Allowing its realignment would continue to provide protection against flooding and maintain access. NAI would do neither whilst HTL would become more technically difficult.
5g04	Kimmeridge Bay (undefended) to Worbarrow Tout	Do Nothing	NAI	NAI	NAI	Undefined, internationally designated section of coast would be allowed to continue to evolve naturally.
5g05	Worbarrow Tout to Lulworth Cove (East)	Do Nothing	NAI	NAI	NAI	Undefined, internationally designated section of coast would be allowed to continue to evolve naturally.
5g06	Lulworth Cove (undefended)	Do Nothing	NAI	NAI	NAI	Undefined, internationally designated section of coast would be allowed to continue to evolve naturally.
5g07	Lulworth Cove (defended length)	Retreat	MR	MR	MR	Small length of defended coast within Lulworth Cove that provides some protection against flood risk whilst also providing access to the coast. HTL would become at risk of outflanking, whilst NAI would lead to the loss of access provision, which would adversely affect tourism, therefore allow the defence line to be moved back as necessary will reduce outflanking risk, whilst maintaining flood protection and access.
5g08	Lulworth Cove (West) to White Nothe	Do Nothing	NAI	NAI	NAI	Undefined, internationally designated section of coast would be allowed to continue to evolve naturally.

Policy Unit (Number and Description)		SMP1 Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
POLICY SCENARIO AREA: WHITE NOTHE TO REDCLIFF POINT						
5g09	White Nothe to Ringstead Bay (defended length east)	Do Nothing	NAI	NAI	NAI	Undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
5g10	Ringstead Bay (defended length)	Hold	HTL	NAI	NAI	<p>The defences at Ringstead are already being outflanked, and it will become unsustainable to maintain these in the medium to long term. MR would involve measures similar to the present defences to reduce erosion along this section which is in effect HTL. Therefore, maintenance of the existing defences in the short term allows measures to be put in place for relocating cliff top assets when maintenance is withdrawn.</p> <p>There may be a need to consider the physical removal of the existing defences as part of this change in policy, which would result in a naturally functioning shoreline in the longer term.</p>
5g11	Ringstead Bay (defended length west) to Redcliff Point	Do Nothing; Retreat (<i>at Osmington</i>)	NAI	NAI	NAI	Undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
POLICY SCENARIO AREA: REDCLIFF POINT TO PORTLAND BILL						
5g12	Redcliff Point to Bowleaze Cove (Gabions)	Do Nothing	NAI	NAI	NAI	Undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
5g13	Bowleaze Cove (Gabions) to Furzy Cliff	Retreat	HTL	MR	MR	Holding the line of the existing defences as sea levels rise would result in the need for larger defences and loss of beach. MR would allow a more sustainable defence line to be provided to reduce flood risk, whilst also allowing the beach to roll back and adapt too rising sea levels, such that a beach could be retained for tourism and recreation. This would require more detailed study and require more seaward assets to be relocated.
5g14	Furzy Cliff	Retreat	NAI	NAI	NAI	This is an undefended designated cliff that is actively eroding

Policy Unit (Number and Description)		SMP1 Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
						landwards. Depending upon the extent of future landslides, in the longer term, this could potentially impact upon the road link to Bowleaze Cove and so continued monitoring of the cliffs would be required to monitor this risk.
5g15	Furzy Cliff to Preston Beach (Rock Groyne)	Hold	HTL	HTL	MR	<p>The existing defence line protects a key transport route from flooding and erosion, as well as a number of properties. As Furzy Cliff to the north erodes, and as sea levels rise, it will become increasingly unsustainable to maintain this defence line, and as such, a new defence line would be required in land. This would need to consider the impacts upon transport infrastructure, property, and Lodmoor nature reserve.</p> <p>This realignment would allow a more sustainable defence position to be established with more beaches retained in front of the defences.</p>
5g16	Preston Beach (Rock Groyne) to Weymouth (Stone Pier) (includes Weymouth Harbour)	Hold	HTL	HTL	HTL	The highly developed area of Weymouth would continue to be protected from flood risk under this policy.
5g17	Weymouth (Stone Pier) to Portland Harbour (North Breakwater)	Hold	HTL	HTL	HTL	The seawall constructed along this section in 2002, along with the rock revetment at the eastern end, would be maintained to continue to protect this area from erosion by the sea.
5g18	Portland Harbour (North Breakwater) to Small Mouth	Retreat	MR	MR	MR	MR along this section would involve the implementation of cliff stabilisation measures along parts of this section for a period of time, whilst measures are developed and implemented to relocate assets at risk from erosion. This would not be a permanent defence but would reduce/prevent cliff retreat in the short to medium term, and could include some artificial exposure of the geology by removing vegetation to implement. Once assets are relocated, these measures could be gradually removed to allow a more naturally functioning coast to exist.

Policy Unit (Number and Description)		SMP1 Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
						<p>HTL along this section by constructing defences along the cliff toe would be both extremely costly to construct and permanently impact upon the geological designations of this section, as they would also need to be supported by substantial cliff stabilisation measures, whilst NAI would see cliff top assets falling into the sea with the consequent impacts of this upon the shoreline environment whilst providing no beneficial improvement in the status of the designated features which would continue to be degraded by reduced erosion caused by the sheltering effects of the Portland Harbour Breakwaters.</p> <p>This policy assumes that the Portland Harbour breakwaters will be retained and maintained over the next 100 years.</p>
5g19	Small Mouth to Osprey Quay (Portland Harbour)	Hold	HTL	HTL	HTL	<p>The continued protection of the only road access to the Isle of Portland is the primary driver for policy along this section. This policy assumes that the Portland Harbour breakwaters will be retained and maintained over the next 100 years.</p> <p>However, the risk of Chesil Beach being overtopped or even breached in the longer term would increase with time, and so plans should be developed now for this eventuality, as the current transport links would be unfeasible as a result...</p>
5g20	Osprey Quay (Portland Harbour) to Grove Point	Hold; Retreat <i>(towards Grove Point)</i>	HTL	HTL	HTL	This developed area that encompasses the redeveloped Osprey Quay and Portland Port, would continue to be protected under this policy, as both are important for the economy of the area.
5g21	Grove Point to Portland Bill	Do Nothing; Retreat <i>(at Church Ope Cove)</i>	NAI	NAI	NAI	Undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
POLICY SCENARIO AREA: PORTLAND BILL TO THORNCOMBE BEACON						
6a01	Portland Bill to West Weare	Do Nothing	NAI	NAI	NAI	Undefended, internationally designated section of coast would be allowed to continue to evolve naturally.

Policy Unit (Number and Description)		SMP1 Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
6a02	Chiswell to Chesil Beach (Northern end of Osprey Quay)	Selectively Hold The Line	HTL	HTL	HTL	Defences protect this section from both flooding and erosion. Due to the large number of properties at risk, defence of this section would continue to be provided. This also supports the policy for 5g20.
6a03	Chesil Beach (Northern end of Osprey Quay) and The Fleet	Do Nothing	NAI	NAI	NAI	undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
6a04	Abbotsbury to Cogden Beach	Do Nothing	NAI	NAI	NAI	undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
6a05	Cogden Beach to Hive Beach (Burton Bradstock)	Do Nothing	NAI	NAI	NAI	undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
6a06	Hive Beach (Burton Bradstock)	Do Nothing	NAI	NAI	NAI	The small scale defences at Hive Beach will become unsustainable as the adjacent undefended cliffs erode further. Continued defence in this area would only be detrimental to the conservation of beach material at Hive Beach, and so by undertaking NAI in this area from the present day will allow the beach to adapt and behave naturally. This will mean the few currently defended properties would be at risk of erosion as a result.
6a07	Burton Cliff	Do Nothing	NAI	NAI	NAI	undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
6a08	Freshwater Beach	Do Nothing	HTL	MR	HTL	At present, beach management activity occurs along this section to control the opening of the River Bride and so reduce flood risk to Burton Bradstock. This is not in keeping with the SMP1 policy of 'Do Nothing'. The policy here would involve continuing this beach management activity whilst a set-back defence line is established. The beach would then be allowed to roll back towards this realigned defence as sea levels rise and the defence line would be maintained here. This would provide a more sustainable defence position whilst retaining flood protection to Burton Bradstock.

Policy Unit (Number and Description)		SMPI Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
6a09	East Cliff (West Bay)	Do Nothing	NAI	NAI	NAI	Undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
6a10	West Bay (East Beach to eastern pier)	Hold The Line	HTL	HTL	MR	As sea levels rise, providing the required levels of protection along this section such that flood risk to the wider West Bay area is reduced, will become increasingly technically difficult in the longer term. In order to provide long-term, sustainable flood risk reduction, the defence line would be moved landwards to a set-back defence and the beach would then be allowed to roll back to this position. This would conserve more beach material to help provide a more robust defence. However, a number of properties immediately behind the beach would need to be relocated to enable this to be implemented.
6a11	West Bay (West Beach from eastern pier) to West Cliff (East) (includes West Bay Harbour)	Hold The Line	HTL	HTL	HTL	Continued protection to reduce the risk of flooding and erosion to West Bay. This assumed that the Harbour Breakwaters will be maintained over the next 100 years. However, there is a risk of erosion to the west causing outflanking and potential loss of some cliff top assets in the future.
6a12	West Cliff (East) to Thorncombe Beacon	Selectively Hold The Line	NAI	NAI	NAI	Undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
POLICY SCENARIO AREA: THORNCOMBE BEACON TO BEER HEAD						
6a13	Thorncombe Beacon to Seatown (East)	Selectively Hold The Line	NAI	NAI	NAI	Undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
6a14	Seatown	Selectively Hold The Line	HTL	NAI	NAI	The defences at Seatown constructed in 1996 are already being outflanked and have required extension to restore the original scheme standard of protection. It is unsustainable to retain these defences in the medium to long term and so maintenance of the defences in the short term would occur to allow measures to be developed to relocate assets at risk during this period before defence maintenance is withdrawn.

Policy Unit (Number and Description)		SMPI Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
						This will allow a more naturally functioning coast to evolve in the longer-term, with a beach rolling back into the mouth of the River Winniford such that a beach is likely to be retained here. This would not be the case if defences were retained, which would likely result in a loss of beach as sea levels rise.
6a15	Seatown (West) to Golden Cap	Selectively Hold The Line	NAI	NAI	NAI	undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
6a16	Golden Cap to Charmouth (East)	Selectively Hold The Line	NAI	NAI	NAI	undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
6a17	Charmouth	Selectively Hold The Line	HTL	MR	MR	Holding the existing defences at Charmouth in the longer term is unsustainable as the adjacent cliffs erode back. Therefore a move to MR would enable defences to be moved landwards. This would likely involve a set back flood defence upstream of the mouth of the River Char to provide flood protection to low-lying areas upstream. Consideration of providing short-term temporary stabilisation measures to allow cliff top assets to be relocated away from areas of risk may also be required, if this has not occurred prior to the change in policy over the short to medium term.
6a18	Charmouth (West) to East Cliff (Lyme Regis)	Selectively Hold The Line	NAI	NAI	NAI	undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
6a19	East Cliff (Lyme Regis) to Broad Ledge (Lyme Regis)	Hold The Line	HTL	HTL	MR	As the adjacent undefended cliffs to the east continue to retreat landwards, it will be increasingly unsustainable to maintain the existing defence line along the length of this section. Therefore, in the medium to long term, cliff top assets would need to be relocated away from erosion risk areas, especially in the northern part of this section, as part of a policy of managed realignment. Under this policy, the aim would be to hold the existing defence line as long as possible to allow exit strategies to be developed. There has been detailed work carried out by West Dorset DC in developing the scheme in this area, which suggests that this should be possible through to the medium term, but continual monitoring will be required to monitor

Policy Unit (Number and Description)		SMP1 Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
						the risk.
6a20	Broad Ledge (Lyme Regis) to The Cobb (Lyme Regis)	Hold The Line	HTL	HTL	HTL	There would be continued protection against flooding and erosion to the majority of the town of Lyme Regis that is covered by this section.
6a21	The Cobb (Lyme Regis) to Seven Rock Point (defended length)	Do Nothing	HTL	MR	HTL	This section on the immediate western side of The Cobb (Monmouth Beach) presents a potential flood risk to Policy Unit 6a20 if left to a policy of no active intervention, as no formal defence exists although existing structures here provide some form of defence. In order to reduce this risk, a more formal defence would be constructed in the medium term to protect the wider part of Lyme Regis to the east from flooding. This would likely also involve beach management activities including beach recycling and reprofiling.
6a22	The Cobb (Lyme Regis) to Seven Rock Point (undefended)	Do Nothing	NAI	NAI	NAI	Undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
6a23	Seven Rock Point to Haven Cliff (West)	Do Nothing	NAI	NAI	NAI	Undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
6a24	Axe Estuary (Mouth Breakwater to Axmouth North)	N/A	HTL	HTL	HTL	The breakwater at the mouth of the Axe Estuary would be maintained to ensure that navigation channels are kept open. Within the estuary, this policy will also allow the only road link between Axmouth and Seaton to continue to be protected from flood risk.
6a25	Axe Estuary (Axmouth North to Seaton North)	N/A	MR	MR	MR	This upper part of the Axe Estuary is pre-dominantly low-lying flood plain, and is already undergoing management to create new areas of habitat. Managed Realignment within strategic parts of this area would provide further opportunities for habitat creation as well as reducing flood risk in other parts of the estuary, although any implementation of MR would require careful consideration of the Seton Tramway along the western side of the estuary.

Policy Unit (Number and Description)		SMP1 Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
6a26	Axe Estuary (Seaton East)	N/A	HTL	HTL	HTL	This area on the eastern side of Seaton that sits alongside the Axe Estuary is planned to undergo redevelopment. Protection of this area would ensure flood risk to any redevelopment, as well as to the rest of Seaton further west, would continue to be reduced.
6a27	Axe Estuary (Spit)	Selectively Hold The Line	NAI	NAI	NAI	The spit across the mouth of the estuary is undefended, and will continue to evolve naturally. This will be aided by continued sediment supply from further west as a result of the policy in 6a29.
6a28	Axe Estuary (Spit) to Seaton (West)	Selectively Hold The Line	HTL	HTL	HTL	The defences along Seaton will be maintained to continue to reduce flood and erosion risk. The beach fronting this section would continue to receive sediment from the west as a result of the policy in 6a29.
6a29	Seaton (West) to Seaton Hole	Selectively Hold The Line	MR	NAI	NAI	<p>The existing rock revetment along the cliff toe between Seaton and Seaton Hole has reduced cliff erosion slightly but not halted it. To continue to HTL along this stretch is not likely to reduce the long-term risk of erosion to cliff top assets and only serve to cause coastal squeeze and a loss of beach, whilst reducing the amount of sediment supply to the beaches to the east.</p> <p>Therefore maintenance of the existing defences in the short-term would continue to reduce the rate of cliff recession whilst measures are developed and implemented to relocate cliff top assets away from the area of risk in advance of the defence maintenance being withdrawn. This will both ensure sediment continues to be provided to the beaches to the east fronting Seaton, as well as improve the quality of the designated cliffs along this section.</p>
6a30	Seaton Hole to Beer	Selectively Hold The Line	NAI	NAI	NAI	Undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
6a31	Beer	Selectively Hold The Line	HTL	HTL	HTL	Defences at Beer would continue to help retain the beach in this area, which is important for both recreation and the local fishing industry.
6a32	Beer to Beer Head	Selectively Hold The Line	NAI	NAI	NAI	Undefended, internationally designated section of coast would be allowed to continue to evolve naturally.

Policy Unit (Number and Description)		SMP1 Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
POLICY SCENARIO AREA: BEER HEAD TO OTTERTON LEDGE						
6a33	Beer Head to Salcombe Hill	Do Nothing	NAI	NAI	NAI	Undefended, internationally designated section of coast would be allowed to continue to evolve naturally.
6a34	River Sid	Hold The Line	MR	MR	MR	Low beach levels along this section have resulted in recent accelerated rates of cliff erosion. To HTL in this area would require hard defences to achieve this, which would be detrimental to the environmental interests of the area. However, NAI would result in continued rapid erosion and ultimately expose the fluvial defences of the River Sid to wave action. Therefore, MR is proposed along this section in the form of ongoing beach management activities. This would require beach recharge along this section to restore a healthy beach level which, in turn, would provide greater protection to the cliffs and so return a more natural, slower, rate of cliff erosion. This would not prevent cliff erosion, and so measures would need to be developed to allow cliff top assets to be relocated in the future.
6a35	Sidmouth	Hold The Line	HTL	HTL	HTL	This section that fronts the main area of Sidmouth would continue to be defended.
6a36	Chit Rocks to Big Picket Rock	Do Nothing	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
6a37	Big Picket Rock to Otterton Ledge	Do Nothing	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
POLICY SCENARIO AREA: OTTERTON LEDGE TO STRAIGHT POINT						
6a38	Otter Estuary (Otterton Ledge to Budleigh Salterton East)	N/A	MR	MR	MR	Managed realignment in parts of the Otter Estuary, which is predominantly undefended, would provide habitat creation and flood risk reduction opportunities to the few areas where flood risk is a problem.
6a39	Otter Estuary (Spit)	Do Nothing	NAI	NAI	NAI	The spit across the mouth of the estuary is undefended, and will continue to evolve naturally. This will be aided by continued sediment supply from further west as a result of the policy in 6a41.

Policy Unit (Number and Description)		SMPI Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
6a40	Budleigh Salterton (East) to Budleigh Salterton (West)	Selectively Hold The Line	HTL	HTL	HTL	The town of Budleigh Salterton would continue to be protected against the risk of flooding and erosion.
6a41	Budleigh Salterton (West) to Straight Point	Do Nothing	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
POLICY SCENARIO AREA: STRAIGHT POINT TO HOLCOMBE						
6a42	Straight Point to Orcombe Rocks	Do Nothing	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
6a43	Orcombe Rocks to Maer Rocks	Selectively Hold The Line	HTL	HTL	HTL	Continue to protect this section of Exmouth from flooding and erosion risk.
6a44	The Maer	Selectively Hold The Line	HTL	MR	MR	This part of the Exmouth frontage presents an opportunity to provide a more sustainable long-term defence position by realigning the defences landwards and allowing the beach to roll back and adapt as sea levels rise. This would result in a more natural beach requiring less intense management, but would impact upon an area that has development potential.
6a45	Octagon to Exmouth slipway	Selectively Hold The Line	HTL	HTL	HTL	Continue to protect this section of Exmouth from flooding and erosion risk.
6a46	Exmouth Spit	Selectively Hold The Line	HTL	HTL	HTL	Continue to protect this section of Exmouth from flooding and erosion risk.
6b01	Exe Estuary - Exmouth (west)	N/A	HTL	HTL	HTL	Continue to protect this section of Exmouth from flooding and erosion risk.
6b02	Exe Estuary - Exmouth (west) to Lypstone	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.

Policy Unit (Number and Description)		SMP1 Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
6b03	Exe Estuary - Lypstone	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b04	Exe Estuary - Nutwell Park	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b05	Exe Estuary - Lypstone Commando	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b06	Exe Estuary - Exton	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b07	Exe Estuary - Exton to Lower Clyst	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b08	Exe Estuary - Clyst Bridge to Railway	N/A	MR	MR	MR	Managed Realignment within the Lower Clyst Valley is actively being investigated for habitat creation purposes as part of ongoing studies.
6b09	Exe Estuary - Topsham	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b10	Exe Estuary - M5 (east) to St James' Weir	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b11	Exe Estuary - Topsham Sludge beds	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b12	Exe Estuary - St James' Weir to M5 (west)	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b13	Exe Estuary - M5 (west) to Turf Lock	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b14	Exe Estuary - Turf Lock to Powderham	N/A	HTL	MR	MR	Realignment along this stretch has potential for reducing flood risk in other parts of the estuary, as well as creating new areas of habitat as habitat in other parts of the estuary become subject to coastal squeeze where they continue to be backed by defences. However, any implementation of MR would need much more

Policy Unit (Number and Description)		SMP1 Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
						detailed study, and consider the potential implications for the mainline railway that runs through this area.
6b15	Exe Estuary - Powderham (south)	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b16	Exe Estuary - Starcross	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b17	Exe Estuary - Cockwood	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b18	Exe Estuary - Cockwood to The Warren	N/A	HTL	HTL	HTL	Continued protection of the important infrastructure and residential areas along this section against the risk of flooding.
6b19	Dawlish Warren (East - distal end)	Selectively Hold The Line	HTL	MR	MR	<p>Dawlish Warren spit plays a role in determining the size of the Exe entrance which influences wave and tide levels inside the estuary. Changes to the spit could therefore produce changes within the estuary, the scale of which would be dependant on the degree of change to the spit. Further wave and tide modelling would be needed to quantify these changes. If NAI were the policy here then no management to maintain the defence function of the spit would occur and this would likely result in a much greater level of expenditure being required to improve the inner estuary defences.</p> <p>The policies here aim to ensure that Dawlish Warren continues to provide this important flood defence function to the inner estuary, in as natural a way as possible, although ultimately a secondary defence line may be required to support this in the longer term.</p>
6b20	Dawlish Warren (Central - gabion defences)	Selectively Hold The Line	HTL	MR	MR	<p>Dawlish Warren provides significant protection to the inner estuary from wave action. If NAI were to occur, then it is likely that the spit would be lost during a storm event, exposing the inner estuary defences to conditions that they are not designed to withstand. If NAI were the policy here, then the expenditure required to improve the inner estuary defences would be great.</p> <p>The policies here aim to ensure that Dawlish Warren continues to</p>

Policy Unit (Number and Description)		SMP1 Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
						provide this important flood defence function to the inner estuary, in as natural a way as possible, although ultimately a secondary defence line may be required to support this in the longer term.
6b21	Dawlish Warren (West - hard defences)	Selectively Hold The Line	HTL	HTL	HTL	The continued defence along the western end of Dawlish Warren would ensure protection of the key infrastructure in this area is maintained.
6b22	Langstone Rock to Coryton Cove	Selectively Hold The Line	HTL	HTL	HTL	The continued defence along this section will ensure that the mainline railway that serves the wider South-West region, linking it to the rest of the UK, remains protected.
6b23	Coryton Cove to Holcombe	Selectively Hold The Line	HTL	HTL	HTL	The continued defence along this section will ensure that the mainline railway that serves the wider South-West region, linking it to the rest of the UK, remains protected.
POLICY SCENARIO AREA: HOLCOMBE TO HOPE'S NOSE						
6b24	Holcombe to Sprey Point	Selectively Hold The Line	HTL	HTL	HTL	The continued defence along this section will ensure that the mainline railway that serves the wider South-West region, linking it to the rest of the UK, remains protected.
6b25	Sprey Point	Selectively Hold The Line	MR	HTL	HTL	Sprey Point is a small promontory along this length of coast that serves to interrupt sediment linkages along the shoreline. The policy here is to realign Sprey Point such that it is in line with the adjacent seawalls in order to improve longshore sediment transport pathways. However, ultimately the continued defence along this section will ensure that the mainline railway that serves the wider South-West region, linking it to the rest of the UK, remains protected.
6b26	Sprey Point to Teignmouth Pier	Selectively Hold The Line	HTL	HTL	HTL	The continued defence along this section will ensure that the mainline railway that serves the wider South-West region, linking it to the rest of the UK, remains protected.
6b27	Teignmouth Pier to The Point	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to the town of Teignmouth.

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			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
6b28	Teign Estuary - The Point to Teignmouth and Shaldon Bridge	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to the town of Teignmouth.
6b29	Teign Estuary - North Shore (Teignmouth and Shaldon Bridge to Passage House Hotel)	Selectively Hold The Line	HTL	HTL	HTL	The continued defence along this section will ensure that the mainline railway that serves the wider South-West region, linking it to the rest of the UK, remains protected. MR would have required realigning the railway which is unfeasible. However, regulated tidal exchange to create new areas of habitat via conduits through the railway could still be explored outside of the SMP, which deals with flood and coastal defence, provided the flood risk to the railway was not affected.
6b30	Teign Estuary - Passage House Hotel to Kingsteignton Road Bridge	Selectively Hold The Line	HTL	MR	MR	MR in this area of low-lying flood plain at the head of the Teign Estuary provides potential for reducing flood risk in other parts of the estuary as well as habitat creation opportunities, especially as coastal squeeze occurs as sea level rises where the estuary is constrained by defences or naturally rising ground. This would not increase flood risk to developed areas in this section.
6b31	Teign Estuary - Kingsteignton and Newton Abbot	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to the highly developed areas of Newton Abbot and Kingsteignton.
6b32	Teign Estuary - South Shore (Newton Abbot to Shaldon)	Selectively Hold The Line	HTL	HTL	HTL	Areas of existing defences would be maintained to ensure flood risk to these areas continues to be reduced, although no new defences would be constructed along currently undefended areas. The majority of the section is undefended and backed by steeply rising ground, which will naturally constrain the estuary. Two small areas of low-lying land (at Netherton and Coombe Cellars), could offer habitat creation potential, which could be allowed to occur naturally (unmanaged) as a result of NAI, or may require some form of MR. If MR is undertaken for habitat creation purposes, this would be permitted so long as flood risk is not increased.

Policy Unit (Number and Description)		SMPI Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
6b33	Teign Estuary - Shaldon	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding and erosion to Shaldon.
6b34	Shaldon (The Ness) to Maidencombe (North)	Selectively Hold The Line	NAI	NAI	NAI	undefended section of coast would be allowed to continue to evolve naturally.
6b35	Maidencombe	Selectively Hold The Line	NAI	NAI	NAI	Structures at Maidencombe are associated with providing beach access and facilities. These have no impact upon the shoreline evolution, although as sea levels rise, the beach would be lost and so retention of even these structures over this time-frame is questionable.
6b36	Maidencombe (South) to Watcombe Head	Selectively Hold The Line	NAI	NAI	NAI	undefended, internationally designated, section of coast would be allowed to continue to evolve naturally.
6b37	Watcombe	Selectively Hold The Line	NAI	NAI	NAI	Structures at Watcombe are associated with providing beach access and facilities. These have no impact upon the shoreline evolution, although as sea levels rise, the beach would be lost and so retention of even these structures over this time-frame is questionable.
6b38	Watcombe to Petit Tor Point	Selectively Hold The Line	NAI	NAI	NAI	undefended, internationally designated, section of coast would be allowed to continue to evolve naturally.
6b39	Petit Tor Point to Walls Hill	Selectively Hold The Line	HTL	HTL	HTL	Defences along this section serve to protect the highly developed cliff top area that forms part of Torquay from erosion. Therefore there would be continued defence along this section for this purpose, although the beach could narrow as sea levels rise. MR along this section would involve measures to reduce cliff retreat whilst cliff top assets are relocated. This would require similar measures to the present defences but ultimately result in the loss of property and infrastructure which can not be justified.
6b40	Walls Hill	Selectively Hold The	NAI	NAI	NAI	undefended, internationally designated, section of coast would be allowed to continue to evolve naturally.

Policy Unit (Number and Description)		SMPI Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
		Line				
6b41	Anstey's Cove	Selectively Hold The Line	NAI	NAI	NAI	Structures along this section are associated with providing beach access and facilities. These have no impact upon the shoreline evolution, although as sea levels rise, the beach would be lost and so retention of even these structures over this time-frame is questionable. Retention of defences would also have a detrimental impact upon the English Riviera Geopark, and so NAI would lead to improved status of this site over time.
6b42	Anstey's Cove to Hope's Nose	Selectively Hold The Line	NAI	NAI	NAI	undefended, internationally designated, section of coast would be allowed to continue to evolve naturally.
POLICY SCENARIO AREA: HOPE'S NOSE TO BERRY HEAD (TOR BAY)						
6b43	Hope's Nose to Meadfoot Beach (East)	Selectively Hold The Line	NAI	NAI	NAI	undefended, internationally designated, section of coast would be allowed to continue to evolve naturally.
6b44	Meadfoot Beach	Selectively Hold The Line	HTL	HTL	HTL	Continued defence along this section along the existing alignment will protect the extensively developed cliff top area that forms part of Torquay from erosion risk. MR along this section would involve measures to reduce cliff retreat whilst cliff top assets are relocated. This would require similar measures to the present defences but ultimately result in the loss of property and infrastructure which can not be justified.
6b45	Meadfoot Beach (West) to Beacon Cove	Selectively Hold The Line	NAI	NAI	NAI	undefended, internationally designated, section of coast would be allowed to continue to evolve naturally.

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			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
6b46	Beacon Cove to Torre Abbey Sands (Torquay Harbour)	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to this highly developed area of Torquay.
6b47	Torre Abbey Sands	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to this area of Torquay will also protect the scheduled monument of Torre Abbey. This can be achieved by providing beach recharge that will also be beneficial for tourism and recreation, by ensuring a usable beach in the longer-term whilst other areas experience loss of beach as sea levels rise. MR may also have provided beach retention as it rolled back landwards, but would result in the loss of property, infrastructure and the scheduled monument.
6b48	Corbyn's Head	Selectively Hold The Line	NAI	NAI	NAI	Undefined, internationally designated, section of coast would be allowed to continue to evolve naturally.
6b49	Livermead Sands	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to this highly developed area can be achieved by providing beach recharge that will also be beneficial for tourism and recreation, by ensuring a usable beach in the longer-term whilst other areas experience loss of beach as sea levels rise.
6b50	Livermead Head	Selectively Hold The Line	NAI	NAI	NAI	Undefined, internationally designated, section of coast would be allowed to continue to evolve naturally.
6b51	Hollicombe Beach	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to this highly developed area can be achieved by providing beach recharge that will also be beneficial for tourism and recreation, by ensuring a usable beach in the longer-term whilst other areas experience loss of beach as sea levels rise.
6b52	Hollicombe Head	Selectively Hold The Line	NAI	NAI	NAI	Undefined, internationally designated, section of coast would be allowed to continue to evolve naturally.

Policy Unit (Number and Description)		SMPI Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
6b53	Hollicombe Head to Roundham Head	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to this highly developed area, which is also important for the tourism facilities located here, can be achieved by providing beach recharge that will also be beneficial for tourism and recreation, by ensuring a usable beach in the longer-term whilst other areas experience loss of beach as sea levels rise.
6b54	Goodrington Sands	Selectively Hold The Line	HTL	MR	MR	As sea levels rise, there is potential to provide a more natural beach in this area by allowing the shoreline to roll back on to low-lying land. This will provide a more sustainable, naturally functioning beach requiring less management intervention than if a beach were to be retained artificially along the existing alignment.
6b55	Goodrington Sands to Broadsands	Selectively Hold The Line	NAI	NAI	NAI	undefended, internationally designated, section of coast would be allowed to continue to evolve naturally.
6b56	Broadsands	Selectively Hold The Line	HTL	MR	MR	As sea levels rise, there is potential to provide a more natural beach in this area by allowing the shoreline to roll back on to low-lying land. This will provide a more sustainable, naturally functioning beach requiring less management intervention than if a beach were to be retained artificially along the existing alignment.
6b57	Broadsands to Churston Cove (East)	Selectively Hold The Line	NAI	NAI	NAI	undefended, internationally designated, section of coast would be allowed to continue to evolve naturally.
6b58	Churston Cove (East) to Shoalstone Point	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding and erosion to the highly developed area of Brixham. It is assumed under this policy that Brixham Harbour Breakwater will be retained and maintained over the next 100 years.
6b59	Shoalstone Point to Berry Head	Selectively Hold The Line	NAI	NAI	NAI	undefended, internationally designated, section of coast would be allowed to continue to evolve naturally.
POLICY SCENARIO AREA: BERRY HEAD TO BLACKSTONE POINT						
6b60	Berry Head to Sharkham Point	Do Nothing	NAI	NAI	NAI	undefended, internationally designated, section of coast would be allowed to continue to evolve naturally.

Policy Unit (Number and Description)		SMPI Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
6b61	Sharkham Point to Kingswear (South)	Do Nothing	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
6b62	Dart Estuary - Kingswear (South) to Waterhead Creek	N/A	HTL	HTL	HTL	The existing defences would be maintained to ensure flood risk to the developed area of Kingswear continues to be reduced.
6b63	Dart Estuary - Waterhead Creek to Greenway Viaduct	N/A	HTL	HTL	HTL	The existing defences would continue to be maintained to reduce flood risk to the property and infrastructure along this section, including the Dart Railway.
6b64	Dart Estuary - Greenway Viaduct to Totnes South (east bank)	N/A	HTL	HTL	HTL	Areas of existing defences would be maintained along this section to ensure flood risk to the assets protected continues to be reduced. This would not allow new defences to be constructed in areas that are currently undefended, which would be subject to NAI.
6b65	Dart Estuary - Totnes	N/A	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to the developed are of Totnes.
6b66	Dart Estuary - Totnes South (west bank) to Dartmouth (North)	N/A	HTL	HTL	HTL	Areas of existing defences would be maintained along this section to ensure flood risk to the assets protected continues to be reduced. This would not allow new defences to be constructed in areas that are currently undefended, which would be subject to NAI.
6b67	Dart Estuary - Dartmouth (North) to Halfide Rock	N/A	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to the developed are of Dartmouth.
6b68	Dart Estuary - Halfide Rock to Blackstone Point	N/A	HTL	HTL	HTL	Areas of existing defences would be maintained along this section to ensure flood risk to the assets protected continues to be reduced. This would not allow new defences to be constructed in areas that are currently undefended, which would be subject to NAI.

Policy Unit (Number and Description)		SMP1 Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
POLICY SCENARIO AREA: BLACKSTONE POINT TO START POINT						
6b69	Blackstone Point to Stoke Fleming	Selectively Hold The Line	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
6b70	Stoke Fleming to Blackpool Sands	Selectively Hold The Line	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
6b71	Blackpool Sands	Selectively Hold The Line	HTL	HTL	HTL	Continued maintenance of private defences here would protect the amenity assets and maintain access as well as provide protection to the road infrastructure that runs behind the beach from flood risk, although in the long term the beach would narrow as a result of rising sea levels.
6b72	Blackpool Sands to Strete	Selectively Hold The Line	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
6b73	Strete to Torcross North (Slapton Sands)	Selectively Hold The Line	HTL	HTL	MR	In the longer-term it will become increasingly technically difficult to maintain the existing line of defence along this largely undefended section of barrier beach that is topped by a key transport road link. Holding the barrier in a position out of equilibrium with the natural processes could also affect sediment dynamics in the area. However, in the short to medium term, measures to maintain the defence line are required whilst an inland transport route is considered in detail. A move to MR in the long-term will require this inland route to be provided, whilst also seeking to minimise the impacts of shoreline retreat upon the freshwater habitat of the Ley by allowing repair of any breaches as they occur. NAI would not control this process and so the freshwater habitat would be lost more quickly.
6b74	Torcross North to Limpet Rocks	Selectively Hold The Line	HTL	HTL	MR	Linked to 6b73, the roll back of the barrier beach to the north would result in continued defence of the open coast part of Torcross becoming unsustainable, with only a very narrow fronting beach as sea levels rise.

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						The defence line would therefore be moved landwards to the western side of the Ley and the beach allowed rolling back landwards into the Ley, with only some intervention to minimise the impacts of shoreline retreat upon the freshwater habitat of the Ley by allowing repair of any breaches as they occur. NAI would not control this process and so the freshwater habitat would be lost more quickly.
6b75	Limpet Rocks to Tinsey Head	Selectively Hold The Line	HTL	MR	MR	Continued defence of Beesands will become increasingly unsustainable as sea levels rise and the beach narrows where it is backed by defences. The beach would be allowed to roll back landwards into the backing Ley to the north of Beesands, whilst the existing defences are maintained to allow measures to be developed to relocate parts of Beesands Village, such that the overall defended length along this section is reduced over time.
6b76	Tinsey Head to Start Point	Selectively Hold The Line	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
POLICY SCENARIO AREA: START POINT TO BOLT HEAD						
6c01	Start Point to Prawle Point	Do Nothing	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally. However, there is a small length of defence providing flood protection at Lannacombe Beach. Although unlikely to attract public funds, retention of this defence would not have an adverse impact upon coastal processes.
6c02	Prawle Point to Limebury Point	Selectively Hold The Line	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
6c03	Salcombe Harbour (Limebury Point to Kingsbridge Estuary - Scoble Point)	Selectively Hold The Line	HTL	HTL	HTL	Existing short lengths of defence along this section would be maintained to ensure flood risk to currently defended areas continues to be provided, although there would be no construction of new defences along undefended sections, which would be subject to NAI.

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6c04	Kingsbridge Estuary East (Scoble Point to Kingsbridge)	Selectively Hold The Line	HTL	HTL	HTL	Existing short lengths of defence along this section would be maintained to ensure flood risk to currently defended areas continues to be provided, although there would be no construction of new defences along undefended sections, which would be subject to NAI.
6c05	Kingsbridge Estuary - Kingsbridge	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to the developed area of Kingsbridge.
6c06	Kingsbridge Estuary West (Kingsbridge to Snapes Point)	Selectively Hold The Line	HTL	HTL	HTL	Existing short lengths of defence along this section would be maintained to ensure flood risk to currently defended areas continues to be provided, although there would be no construction of new defences along undefended sections, which would be subject to NAI.
6c07	Salcombe (Snapes Point to Splat Cove Point)	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to the developed area of Salcombe.
6c08	Splat Cove Point to Bolt Head	Do Nothing	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
POLICY SCENARIO AREA: BOLT HEAD TO WEMBURY POINT						
6c09	Bolt Head to Bolt Tail	Do Nothing	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
6c10	Bolt Tail to Thurlestone Rock	Selectively Hold The Line	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally. However, there is a small length of defence providing flood protection at Inner and Outer Hope. Although unlikely to attract public funds, retention of this defence would not have an adverse impact upon coastal processes.
6c11	Thurlestone Rock to Warren Point	Selectively Hold The Line	MR	NAI	NAI	To HTL of the short lengths of existing defence would not be sustainable in the long term, and would likely result in narrowing and loss of beach in these areas as they would be constrained from adapting to sea level rise. MR in the short term would involve providing a set back defence to

Policy Unit (Number and Description)		SMPI Policy	Preferred Policy			Supporting Notes
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						minimise flood risk inland, whilst allowing the beach to adapt and roll back naturally as sea levels rise. This would retain a beach in this area in the long-term.
6c12	Warren Point to Avon Estuary (East)	Selectively Hold The Line	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
6c13	Avon Estuary (East Bank – Mouth to Stadbury Farm)	Selectively Hold The Line (<i>estuary mouth part only</i>)	NAI	NAI	NAI	There are no defences and no assets at risk of flooding along this section.
6c14	Avon Estuary (Upstream section – Stadbury Farm to Stakes Hill)	N/A	MR	MR	MR	<p>The upstream part of the Avon Estuary provides potential for undertaking MR in strategic locations to provide beneficial reduction in flood risk in other parts of the estuary, as well as providing habitat creation opportunities.</p> <p>The purpose of this would not be to increase flood risk to currently defended areas, and so defences could be maintained as a result, although no new defences would be constructed along presently undefended parts of this section, unless associated with implementation of MR.</p>
6c15	Avon Estuary (West Bank – Stakes Hill to Warren Point (Bigbury-on-Sea))	Selectively Hold The Line (<i>estuary mouth part only</i>)	NAI	NAI	NAI	There are no defences and no assets at risk of flooding along this section. However, there would remain a small risk of erosion to some cliff top properties at Bigbury-on-Sea and consideration to relocating these assets may be required as a result. This could be informed by monitoring of the cliffs to provide ongoing assessment of this risk.
6c16	Warren Point (Bigbury-on-Sea) to Challaborough (West)	Selectively Hold The Line	HTL	MR	MR	<p>To HTL of the short length of existing defence along this section would not be sustainable in the long term, and would likely result in narrowing and loss of beach in these areas as they would be constrained from adapting to sea level rise.</p> <p>A move to MR in the medium term would involve providing a set back defence to minimise flood risk inland, whilst allowing the beach</p>

Policy Unit (Number and Description)		SMPI Policy	Preferred Policy			Supporting Notes
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						to adapt and roll back naturally as sea levels rise. This would retain a beach in this area in the long-term.
6c17	Challaborough (West) to Erme Estuary (East)	Selectively Hold The Line	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
6c18	Erme Estuary (East Bank – Mouth to Orcheton Wood)	N/A	NAI	NAI	NAI	There are no defences and very few assets at risk of flooding. To HTL in this area would be inappropriate and detrimental to the environmental features of the area, and NAI would not result in any more assets being at risk of flooding.
6c19	Erme Estuary (Upstream section –Orcheton Wood to Pamflete Wood)	N/A	NAI	NAI	NAI	There are no defences or assets at risk of flooding in this area.
6c20	Erme Estuary (West Bank – Pamflete Wood to Mouth)	N/A	NAI	NAI	NAI	There are no defences or assets at risk of flooding in this area.
6c21	Erme Estuary (West) to Yealm Estuary (East)	Selectively Hold The Line	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
6c22	Yealm Estuary (East Bank – Mouth to Passage House)	N/A	NAI	NAI	NAI	There are no defences or assets at risk of flooding in this area.
6c23	Yealm Estuary (East Bank – Passage House to Newton Ferrers North)	N/A	HTL	HTL	HTL	Defence to reduce the risk of flooding to the developed areas of Noss Mayo and Newton Ferrers would be provided.
6c24	Yealm Estuary (East Bank – Newton Ferrers North to Fish House Plantation)	N/A	NAI	NAI	NAI	There are no defences or assets at risk of flooding in this area.
6c25	Yealm Estuary (West Bank – Fish House Plantation to Season Point)	N/A	NAI	NAI	NAI	There are no defences and very few assets at risk of flooding. To HTL in this area would be inappropriate and detrimental to the environmental features of the area, and NAI would not result in any more assets being at risk of flooding.
6c26	Season Point to Wembury Point	Do Nothing	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.

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POLICY SCENARIO AREA: WEMBURY POINT TO DEVIL'S POINT						
6c27	Wembury Point to Mount Batten Breakwater	Selectively Hold The Line	NAI	NAI	NAI	Predominantly undefended section of coast would be allowed to continue to evolve naturally. Short length of defence currently reduces risk of erosion locally to access road to Mount Batten; this would need to be relocated a short distance inland as the cliffs erode very little and very slowly. This would also improve the environmental features of this section of coast.
6c28	Plym Estuary - Mount Batten Breakwater to Marsh Mills	N/A	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to extensively developed area of the city of Plymouth, as well as ensuring a landfill site continues to be protected.
6c29	Plym Estuary - Marsh Mills to Coxside	N/A	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to extensively developed area of the city of Plymouth, including a key access road part of the mainline railway that serves the wider South-West region, linking it to the rest of the UK.
6c30	Coxside to Devil's Point	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding and erosion to extensively developed area of the city of Plymouth. This would be achieved in part by maintenance of tourism related infrastructure.
POLICY SCENARIO AREA: TAMAR ESTUARY						
6c31	Tamar Estuary - Devil's Point to Tamerton Lake	N/A	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to the city of Plymouth from the Tamar Estuary.
6c32	Tamar Estuary - Tamerton Lake to Gunnislake (upper Tamar Estuary East)	N/A	MR	MR	MR	MR within strategic areas of this section could provide beneficial reductions in flood risk to other parts of the estuary, whilst also providing habitat creation opportunities. The purpose of this would not be to increase flood risk to currently defended areas, and so defences could be maintained as a result, although no new defences would be constructed along presently undefended parts of this section, unless associated with implementation of MR.

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6c33	Tamar Estuary - Gunnislake to Saltash North (upper Tamar Estuary West)	N/A	MR	MR	MR	MR within strategic areas of this section could provide beneficial reductions in flood risk to other parts of the estuary, whilst also providing habitat creation opportunities. The purpose of this would not be to increase flood risk to currently defended areas, and so defences could be maintained as a result, although no new defences would be constructed along presently undefended parts of this section, unless associated with implementation of MR.
6c34	Tamar Estuary - Saltash	N/A	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to the developed town of Saltash.
6c35	Tamar Estuary - River Lynher (Saltash South to Torpoint North (Jupiter Point))	N/A	HTL	HTL	HTL	Continued maintenance of existing defences to reduce the risk of flooding to currently defended assets. This would not allow construction of new defences along presently undefended sections of the estuary, which would be subject to NAI or MR if opportunities exist.
6c36	Tamar Estuary - Torpoint North (Jupiter Point) to Torpoint South (Landing Stage)	N/A	HTL	HTL	HTL	Continued defence to reduce the risk of flooding to the developed town of Torpoint.
6c37	Tamar Estuary - St John's Lake (Torpoint South (Landing Stage) to Millbrook (Mill Farm))	N/A	HTL	HTL	HTL	Continued maintenance of existing defences to reduce the risk of flooding to currently defended assets. This would not allow construction of new defences along presently undefended sections of the estuary, which would be subject to NAI or MR if opportunities exist.
6c38	Tamar Estuary - St John's Lake (Millbrook (Mill Farm) to Millbrook (Hancock's Lake))	N/A	HTL	HTL	HTL	Continued maintenance of existing defences to reduce the risk of flooding to currently defended assets. This would not allow construction of new defences along presently undefended sections of the estuary, which would be subject to NAI or MR if opportunities exist.

Policy Unit (Number and Description)		SMPI Policy	Preferred Policy			Supporting Notes
			Short Term (to 2025)	Medium Term (to 2055)	Long Term (to 2105)	
6c39	Tamar Estuary - St John's Lake (Millbrook (Hancock's Lake) to Palmer Point	N/A	HTL	HTL	HTL	Continued maintenance of existing defences to reduce the risk of flooding to currently defended assets. This would not allow construction of new defences along presently undefended sections of the estuary, which would be subject to NAI or MR if opportunities exist.
6c40	Tamar Estuary - Palmer Point to Mount Edgcumbe (Cremyll)	N/A	HTL	HTL	HTL	Continued maintenance of existing defences to reduce the risk of flooding to currently defended assets. This would not allow construction of new defences along presently undefended sections of the estuary, which would be subject to NAI.
POLICY SCENARIO AREA: MOUNT EDGCUMBE TO RAME HEAD						
6c41	Mount Edgcumbe to Picklecombe Point	Selectively Hold The Line	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
6c42	Fort Picklecombe	Selectively Hold The Line	HTL	HTL	HTL	Continued defence of this section, subject to availability of funds, would reduce the risk of flooding and erosion to property in this area without impacting upon coastal processes or evolution. NAI would see loss of these assets for limited gain as erosion would be limited in any case by the resistant nature of the cliffs.
6c43	Picklecombe Point to Kingsand	Selectively Hold The Line	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.
6c44	Kingsand/Cawsand	Selectively Hold The Line	HTL	HTL	HTL	Continued defence to reduce the risk of flooding and erosion to the settlements of Kingsand and Cawsand.
6c45	Cawsand to Rame Head	Do Nothing	NAI	NAI	NAI	Undefended section of coast would be allowed to continue to evolve naturally.