

of coast, and loss of further parts of Sandsfoot Castle and some cliff top properties could occur.

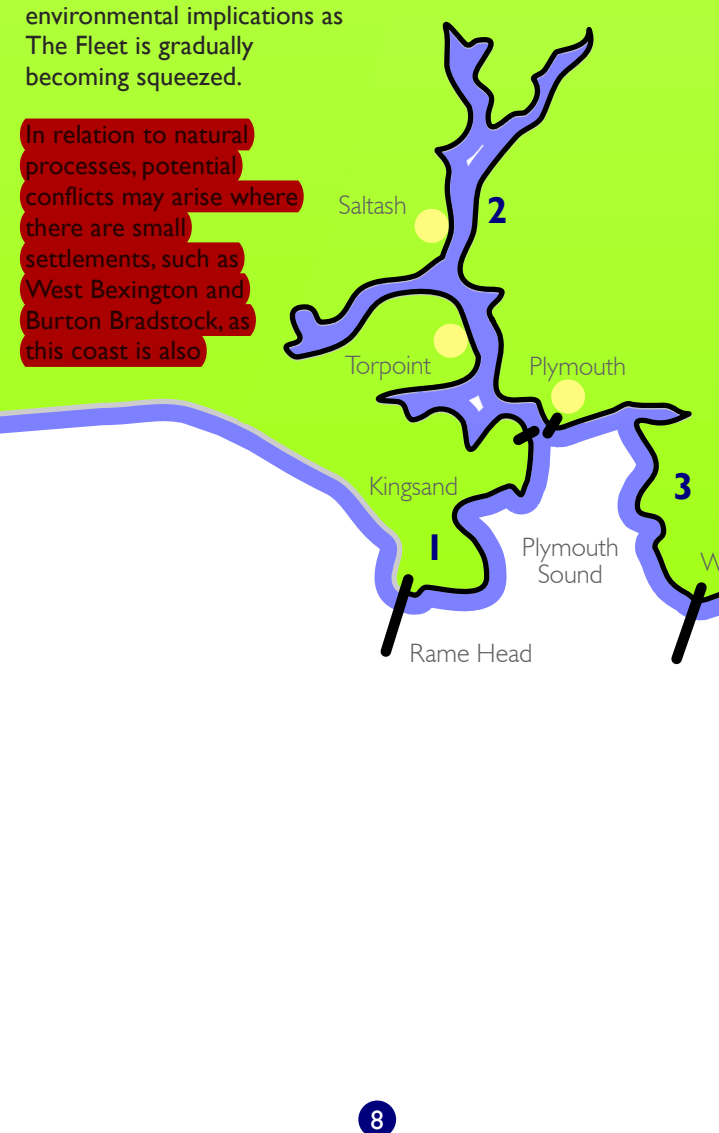
There is also a need to start to plan for how future transport links can be provided in the future, especially how the road link to Portland is provided in the longer-term as the risk of Chesil Beach being overtopped and possibly breaching increases. Should this occur then the current road link could become unusable.



14 Portland Bill to Thorncombe Beacon (policy units 6a01 to 6a13)

This stretch of coast is dominated by Chesil Beach, which as well as being internationally important for its habitats, geomorphology and landscape characteristics, also provides an important defence role. The shingle barrier is undergoing an ongoing natural change as it rolls landwards in response to sea level rise. Whilst this natural process is integral to its designated status, there are also environmental implications as the Fleet is gradually becoming squeezed.

In relation to natural processes, potential conflicts may arise where there are small settlements, such as West Bexington and Burton Bradstock, as this coast is also



important for tourism which relies on access to the beach and the provision of facilities. However, as the ridge naturally rolls landward, sustaining defences along these stretches will become technically more difficult and will also impact on the shingle ridge system as a whole.

A key driver of policy is maintaining the natural status of Chesil Beach and taking measures to ensure its future sustainability. Therefore, for most of this stretch the policy is for 'No Active Intervention'. Along the section of Chesil Beach towards Portland this will result in an increased flood risk due to overtopping and even breaching in the very long-term. This could have implications for how transport links to Portland are provided in the future, and consideration is needed in the short-term of how this can be provided should Chesil Beach fail. At Five Beach the policy of 'No Active Intervention' would result in a naturally functioning beach system, but will lead to the potential loss of properties along the top of the adjacent cliffs in this area. At Freshwater Beach and East Beach, the long-term vision is for realigned defence. This will allow a beach to be retained in these areas as it rolls back, whilst continuing to provide sustainable long-term management of flood risk to Burton Bradstock and West Bay respectively.

The exception to this is at Chiswell (Isle of Portland), where a long term policy of 'Hold the Line' through maintaining existing defences is the preferred approach. This is not expected to have a detrimental impact on the Chesil Beach system as a whole, although locally rollback will be inhibited, with net loss of shingle possible.

13 Thorncombe Beacon to Beer Head (policy units 6a14 to 6a38)

This section of coast is characterised by dramatic, geologically important cliffs which are subject to large-scale complex landsliding. Such events are difficult to predict making management of this shoreline difficult. Sediment linkages along this frontage are relatively weak due to the interruptions caused by headlands. The natural erosion of these cliffs is integral to their designations and landscape value, however, the area is also important for tourism, with resorts at Seaton, Charmouth and Lyme Regis. Technically, some defences will become more difficult to sustain in the medium to long-term, and the presence of defences also has an impact on the landscape and geological and biological interests of this area. A key driver of policy is therefore the continuation of natural coastline evolution along this stretch, whilst managing the risk of erosion and flooding to the key settlements.

The long-term defence of Seaton will become technically more difficult and expensive therefore the long-term vision is for a



more naturally functioning coast through a policy of 'No Active Intervention'. This would result in the potential loss of assets, although the shoreline should reach a more sustainable position, such that a beach will be retained. The South West Coast Path would also require realignment in this area.

Along the eastern side of Lyme Regis, a longer-term policy of 'Managed Realignment' recognises the need to address the increasing risk that further recession of the landslide complexes would cause outflanking of the presently defended area. Therefore the risk in this area may be managed in the short and medium term whilst assets are relocated away from the areas at risk in the longer term. This would be based on continual monitoring and also require changes at a national level to enable this to occur.

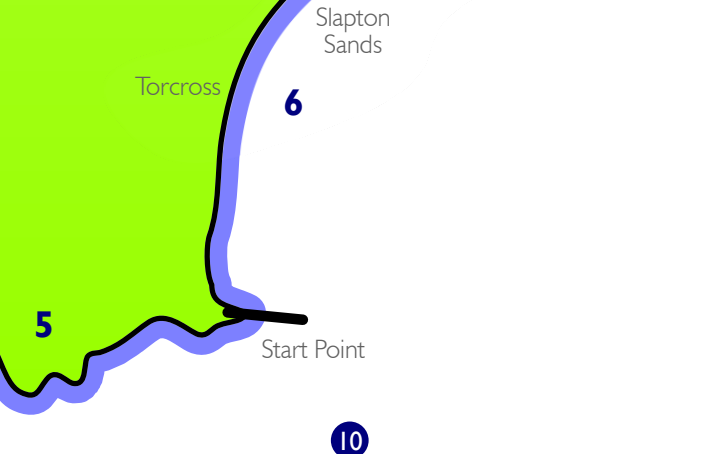
'Managed Realignment' within the Axe Estuary may provide habitat creation opportunities, although consideration as to what happens to the route of the tramway would need to be made.

To the west of Seaton, a proposed policy of 'Managed Realignment' would ensure defences along the cliff toe continue to be provided but this will not prevent cliff erosion completely and some cliff top assets could be lost over time.

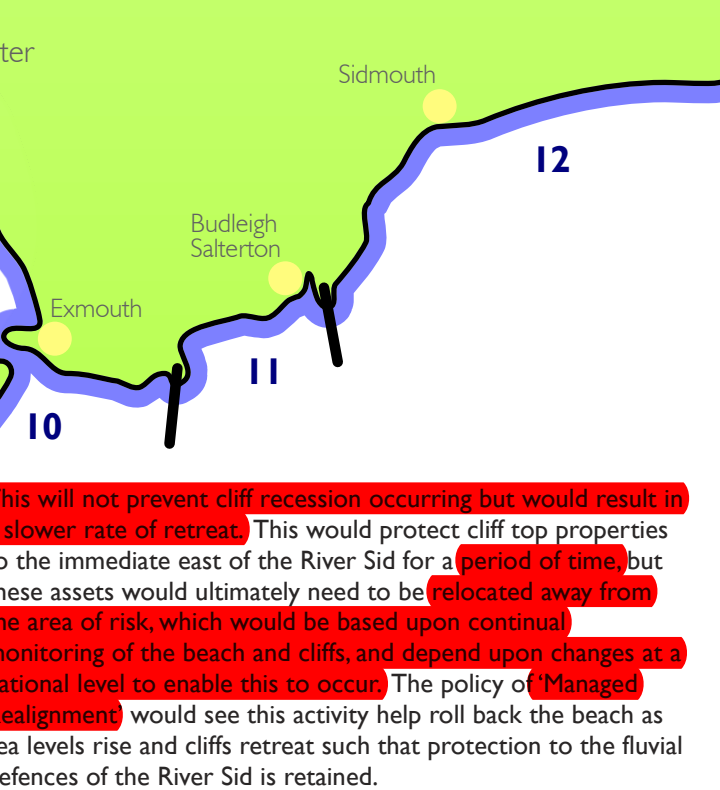
12 Beer Head to Otterton Ledge (policy units 6a34 to 6a38)

This is a predominately undeveloped stretch of cliffed coastline, with one key settlement at Sidmouth. The cliffs are internationally important and their natural evolution is integral to their designated status. A key driver of policy is therefore to conserve the natural status of this shoreline, through minimising intervention, whilst recognising the importance of Sidmouth, and other small coastal developments, to the social and economic structure of the area.

Accelerated cliff recession as a result of low beach levels along the River Sid section will eventually lead to exposure of the fluvial defences of the River Sid and so increase the risk of flooding to the town. In order to restore a more



natural rate of retreat along this section, beach management would occur to provide a healthy beach level along the River Sid section.



This will not prevent cliff recession occurring but would result in a slower rate of retreat. This would protect cliff top properties to the immediate east of the River Sid for a period of time, but these assets would ultimately need to be relocated away from the area of risk, which would be based upon continual monitoring of the beach and cliffs, and depend upon changes at a national level to enable this to occur. The policy of 'Managed Realignment' would see this activity help roll back the beach as sea levels rise and cliffs retreat such that protection to the fluvial defences of the River Sid is retained.



11 Otterton Ledge to Straight Point (policy units 6a39 to 6a42)

This is a short stretch of shoreline lying between the headlands of Straight Point and Otterton Ledge. There is an important sediment feed from west to east, which maintains the integrity of the spit at the mouth of the Otter Estuary. Although a naturally functioning coastal system is a key driver along this stretch, there is a requirement for continued protection of Budleigh Salterton, which is a key tourist and service centre. Management of this frontage therefore needs to consider impacts on the adjacent shorelines to minimise impacts on the natural environment.

As such, whilst defence of the majority of Budleigh Salterton would continue, to the west of Budleigh Salterton, a policy of 'No Active Intervention' may cause loss of some cliff top assets (unless they are relocated) in the medium to long term, but will continue to provide sediment to the beaches fronting the rest of Budleigh Salterton towards the mouth of the Otter Estuary.

A policy of 'Managed Realignment' within the Otter Estuary offers both habitat creation and flood storage potential.



10 Straight Point to Holcombe (policy units 6a43 to 6b24)

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. Key drivers are therefore the conservation of currently undefended areas, which have outstanding landscape and geological value, whilst ensuring the continued protection of important social and commercial assets. A key area of conflict is the protection of rail infrastructure, through which geological exposures become obscured. Future rise in sea level will also result in coastal squeeze in front of the defences leading to increased pressure on these defences and the loss of inter-tidal habitat.

There are, however, areas of opportunity. For example, habitat creation possibilities exist through the potential 'Managed Realignment' at The Maer, Powderham and within parts of the Lower Clyst. There is also potential for managing the realignment of Dawlish Warren. However, there is significant uncertainty about how best to manage Dawlish Warren in the medium to long-term. The policy is therefore to 'Hold the Line' of Dawlish Warren in the short-term to maintain its defence function for the benefit of the inner Exe Estuary, whilst more detailed studies are undertaken to determine a sustainable long-term management solution.

Within the Exe Estuary there is a requirement to retain many of the existing defences in order to maintain adequate levels of protection to important social and commercial assets.

9 Holcombe to Hope's Nose (policy units 6b24 to 6b42)

This is a heavily populated and developed area of coastline which encompasses Tor Bay. Policy options are therefore limited along much of this shoreline, where the key driver is the continued protection of the important social and commercial assets.

As well as the geological and environmental importance of this shoreline, a key policy driver has been the continued protection of the mainline railway. The preferred policy along this stretch is to continue to hold the existing defences to ensure the mainline railway link between the wider South-West region and the rest of the UK is maintained; this also serves to protect a range of tourist related assets.

Within the upper Teign Estuary, an area of 'Managed Realignment' could help reduce flood risk within other parts of the estuary whilst also providing habitat creation opportunities. Along the undefended coast, the main driver has been to maintain this current natural status through a policy of 'No Active Intervention' in these areas.

8 Hope's Nose to Berry Head (Tor Bay) (policy units 6b45 to 6b61)

This is a heavily populated and developed area of coastline which encompasses Tor Bay; therefore policy options are limited along much of this shoreline, where the key driver is the continued protection of the important social and commercial assets.



The embayed nature of this coastline means that the beaches tend to be self-contained, with limited sediment linkages between them, meaning that impacts tend to be confined locally. A key future issue is the technicality of maintaining sandy beaches along the key tourist resorts under a scenario of rising sea levels, which would be subject to coastal squeeze. However, the sheltered nature of the bay lends itself to retaining a beach artificially in the future, which may be increasingly important as other beaches in the area and wider region are lost in the long term due to rising sea levels.

There are potential environmental opportunities at Goodrington Sands and Broadsands, where a policy of 'Managed Realignment' could allow a more naturally functioning beach to be retained in these areas as sea levels rise.

7 Berry Head to Blackstone Point (policy units 6b62 to 6b70)

This coastline is characterised by cliffs of outstanding landscape value and encompasses the Dart Estuary. Much of it is undeveloped with development centred at Dartmouth, Kingswear, Totnes and Brixham (St Mary's Bay). Along much of this coastline the key driver is to continue to allow natural evolution of the shoreline, although in the long term natural coastal squeeze may occur due to the combination of resistant cliffs and rising sea levels, which could impact on inter-tidal habitats.

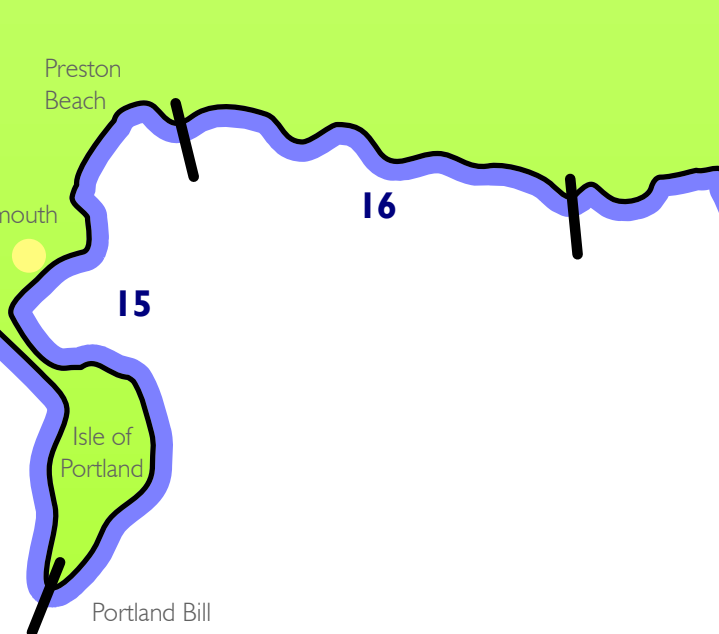
Along the cliffed open coast a policy of 'No Active Intervention' will lead to loss of some properties in St Mary's Bay due to erosion (unless they are relocated). Within the Dart Estuary, retaining and maintaining existing defences through a 'Hold the Line' policy will continue to minimise flood and erosion risk to the various assets that are currently protected. This policy does not envisage construction of new defences in currently undefended areas, for which the policy is 'No Active Intervention'. In this way the large areas of natural estuary will be retained, and as such the impact on the long-term estuary evolution is expected to be minimal.

6 Blackstone Point to Start Point (policy units 6b71 to 6b79)

This coastline is characterised by vegetated cliffs, freshwater lagoons and a shingle barrier which over geological timescales has progressively become segmented by emerging headlands as it has migrated landwards as a result of rising sea levels. There are a number of shingle beaches, with the longest being Slapton Sands, which are important tourist attractions. It is therefore of outstanding environmental, landscape and geological/geomorphological value. A key driver of policy is therefore conservation of this asset, through allowing natural processes to occur and taking measures to ensure the sustainability of the shingle ridge as far as is feasible to do so.



Developments along this stretch are small in scale, but continued protection of these may become increasingly difficult and detrimental to the integrity of the shingle ridge as it continues to migrate landwards. As such, the policies along this section involve managing the realignment of the coast in the longer-term. The main current implication for this area is the future of the A379 between Torcross and Strete Gate; here it will be increasingly unsustainable to provide in the current form in the longer term as evidenced by the storm damage to part of the road in 2001.



An adaptation plan to help adjust to the eventual loss of the road has already been developed following community consultation in 2006 (refer to www.slaptonline.org). These measures need to be enacted such that the issue of future transport provision is addressed in good time.



5 Start Point to Bolt Head (policy units 6c01 to 6c08)

This is a mainly undeveloped length of coastline (with the exception of sizeable settlements at Kingsbridge and Salcombe) with minimal coastal defences. It is characterised by cliffs of outstanding landscape and geological/geomorphological value, therefore a key driver of policy is for the continued natural evolution of this shoreline, including the Salcombe-Kingsbridge Estuary.

As such, the policy along the open coast is for 'No Active Intervention'. Within the Salcombe-Kingsbridge Estuary, the policy to 'Hold the Line' seeks to allow existing defended areas to continue to be protected against flooding, but does not



envisage construction of new defences in currently undefended areas which will be subject to 'No Active Intervention'. In this way the large areas of natural estuary will be retained.

The impact on the long term estuary evolution is expected to be minimal, although within parts of the Kingsbridge Estuary there would be some loss of designated intertidal habitat due to coastal squeeze, be it in areas backed by defences or simply naturally rising ground.



4 Bolt Head to Wembury Point (policy units 6c09 to 6c26)

This is a long stretch of coastline that encompasses the Avon, Erme and Yealm Estuaries. Much of the coastline is relatively undeveloped with minimal or no coastal defences and is characterised by cliffs of outstanding landscape and geological/geomorphological value. Therefore along much of this coastline the policy is to continue with 'No Active Intervention'.

At Thurlestone and Challaborough continued defence is unlikely to attract public funds from the flood and coastal defence budget. However, retention of defences in these areas will not adversely affect coastal processes in a wider area though will likely result in loss of beach in the long-term due to coastal squeeze. Therefore future defence provision here will depend on availability of alternative funds for this purpose. Within the Avon Estuary, 'Managed Realignment' in the upper reaches provides potential for both habitat creation and flood storage of benefit to the wider estuary.

A policy of 'Hold the Line' at Newton Ferrers and Noss Mayo within the Yealm Estuary would allow continued protection to this developed area.

