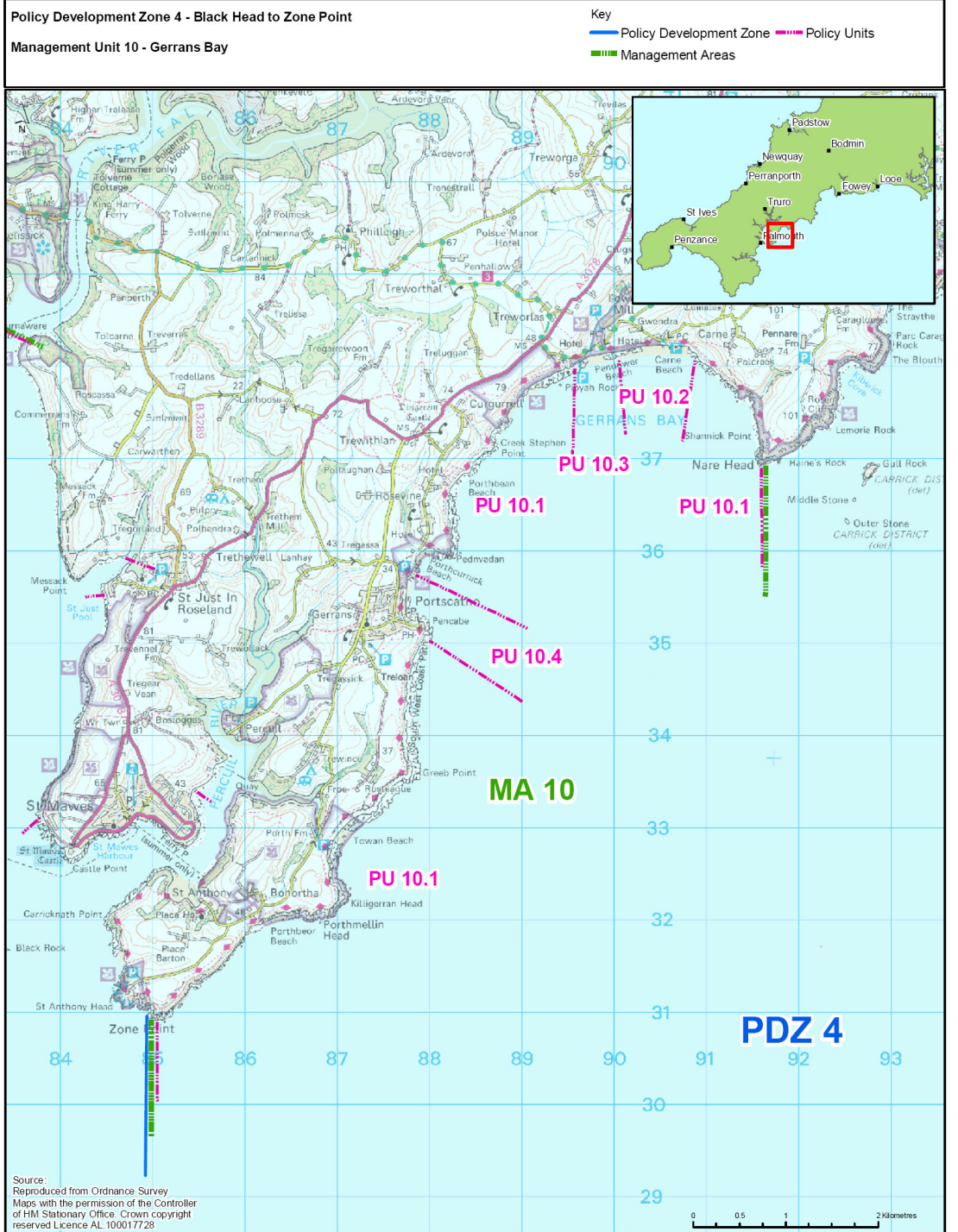


Location reference: Gerrans Bay
Management Area reference: MA10
Policy Development Zone: PDZ4



Cornwall & Isles of Scilly
Shoreline Management Plan Review

CORNWALL COUNCIL
 Cornwall and the Isles of Scilly
Coastal Advisory Group
www.cccag.org
 ROYAL HASKONING

DISCUSSION AND DETAILED POLICY DEVELOPMENT

The Gerrans Bay management area runs for some 13km from Nare Head to Zone Point (St Anthony Head) at the mouth of Carrick Roads. It comprises a relatively resistant, mostly south-east facing coastline of hard slate cliff, again very sparsely populated except at the small coastal settlements of Pendower and Porthscatho. The entire frontage is designated as Heritage Coast and as part of the Roseland AONB. The Fal and Helford SAC covers the entire frontage, as does the Gerrans Bay to Camel Cove SSSI.

These factors support the objective to retain a naturally functioning coastline and wherever possible dictate that the preferred plan and policy for the undefended cliff frontage sections (Policy Unit 10.1) from Nare Head to Zone Point retain a no active intervention approach, in the long term. As with MA09 (Veryan Bay), this accounts for over 90% of this management area being managed under a no active intervention approach. This section of coastline gains more shelter from the prevailing westerly wave climate due to the Roseland Peninsula, consequently when also considering the hard geology, the rates of erosion are typically very low, less than 3m. There are exceptions to this at Pendower, Porthcurnick and Porthscatho, discussed below. The overall low erosion rates dictate there is little threat to the SW Coast Path within PU 10.1.



A more active section of coastline exists at **Pendower and Carne Beaches**. The east and west sections of Pendower both display some tendency towards erosion over the 100 years under the no active intervention scenario (and under the with present management scenario for Pendower west). Pendower east / Carne is currently defended by Council maintained rock armour and SMP1 instigated a hold the line

policy. The assets identified as at risk at Pendower east are the road, parking areas and potentially one property. The Nare Hotel is not judged to be at immediate risk during the 100 years. The road is not considered strategic and indeed it appears the road could be easily re-aligned if economically justified. Therefore a policy of realignment during epoch 1 may facilitate this being investigated for feasibility. Thereafter, the preferred plan would be to revert to a no active intervention approach beyond epoch 1.

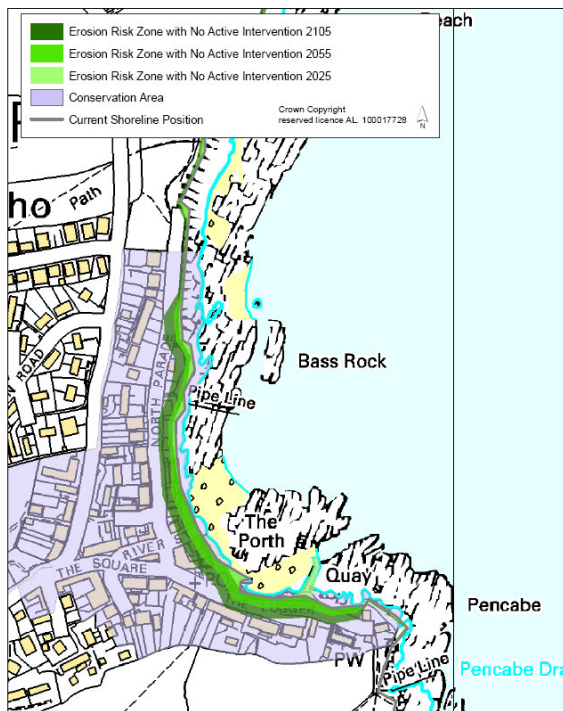
At Pendower west there is known to have been some recent erosion affecting the access road which runs down from the A3078 to the hotel (see inset photo, below). The

longer term erosion potential is likely to principally affect the dunes and access pathways to the hotel. There are no aspects of this location which are likely to economically justify a large scale technical solution to prevention of the erosion. Although the access road is obviously important, there is an alternative route in from Veryan village to the north-east. The preferred plan would be to allow the beach and dunes to roll back and respond naturally to sea level rise and therefore maintain the



intertidal width. This would be achieved under a continuous no active intervention policy, but this would not preclude local works to defend the access road, as long as it did not impact on local beach processes.

There is a risk of erosion (up to 20m by 2105 under both NAI and WPM) at Porthcurnick just to the north of Portscatho. There is a small length of defence in place however there are no assets at risk other than the end of the beach access road and two non-residential outbuildings. NAI is the preferred plan at this location, implemented as part of the larger PU 10.1.



The last populated settlement on this stretch of coast is **Portscatho**. The assessment of flood and erosion risks indicated no flood risks but a significant erosion risk, which could potentially affect North Parade, River Street, the Ligger (providing access to the Quay), along with a number of properties by 2105, including some which are listed. This entire at risk area forms part of the large Portscatho conservation area. The nature of the frontage and settlement gives little scope for realignment and the intended plan would be to maintain the Council owned seawalls and quay structures over the long term under a hold the line policy. The high level economic appraisal supports this intent with a benefit/cost ratio of 2.93 indicated for Management Area 10 (see the

Economic Appraisal Summary Table below and Appendix H).

It may have to be accepted that some loss of foreshore width and elevation may occur due to coastal squeeze from rising sea levels, particularly beyond epoch 2. Monitoring of the beach levels and the structures would be an important aspect of reviewing policy at Portscatho over the next 10 – 20 years.

SUMMARY OF PREFERRED PLAN RECOMMENDATIONS AND JUSTIFICATION PLAN:

Location reference:	Gerrans Bay
Management Area reference:	MA10
Policy Development Zone:	PDZ4

PREFERRED POLICY TO IMPLEMENT PLAN:	
From present day (0-20 years)	NAI along undefended coast; MR at Pendower east / Carne; NAI at Pendower west; HTL at Portscatho.
Medium term (20-50 years)	NAI along undefended coast; NAI at Pendower east / Carne; NAI at Pendower west; HTL at Portscatho.
Long term (50 -100 years)	NAI along undefended coast; NAI at Pendower east / Carne; NAI at Pendower west; HTL at Portscatho.

SUMMARY OF SPECIFIC POLICIES

Policy Unit		Policy Plan			Comment
		2025	2055	2105	
10.1	Undefended cliffs & coves	NAI	NAI	NAI	Very low levels of erosion on open cliffs and coves.
10.2	Pendower East	MR	NAI	NAI	Appraise realignment / adjustment options to mitigate coastal squeeze
10.3	Pendower West	NAI	NAI	NAI	NAI does not preclude local works to defend highway
10.4	Portscatho	HTL	HTL	HTL	Maintain defences, monitor beach levels and structure condition
Key: HTL - Hold the Line, A - Advance the Line, NAI – No Active Intervention MR – Managed Realignment					

ENVIRONMENTAL ASSESSMENT
Strategic Environmental Assessment (SEA):
For the Gerrans Bay, the long-term policy is for NAI along the undefended coast with HTL policy used selectively at Portscatho to maintain current standards of defence. The NAI policy will benefit the Carricknath Point to Porthbean Beach SSSI, Gerrans Bay to Camels Cove SSSI, various RIGS and heritage coast. However, St Anthony's Head Lighthouse and Treloan Coastal Holidays Park may be impacted upon by the policy of NAI and thus monitoring should be undertaken. There are no significant sections of the South West Coast Path thought to be at risk within this management area.
Appropriate Assessment (AA):
HTL is proposed for all Epochs at Portscatho. This policy location is an extensive distance (at least 10km) from all Sites with the exception of the Fal and Helford SAC. However, no HTL policy occurs within this SAC, rather HTL at Portscatho is 130m from the Site boundary but would not result in indirect hydrodynamic effects that would affect the Site features. MR policies at Pendower and Carne beaches occur within the Site boundary but would enable a managed natural coastal response and should have no adverse effect on the Site features.

IMPLICATION WITH RESPECT TO BUILT ENVIRONMENT

Economics Summary		by 2025	by 2055	by 2105	Total £k PV
Property	Potential NAI Damages (£k PV)	0.0	472.3	166.3	638.6
	Preferred Plan Damages (£k PV)	0.0	118.1	41.6	159.7
	Benefits of preferred plan (£k PV)	0.0	354.2	124.7	479.0
	Costs of Implementing plan £k PV	89	45	30	164
		Benefit/Cost ratio of preferred plan			2.93

=0=0=0