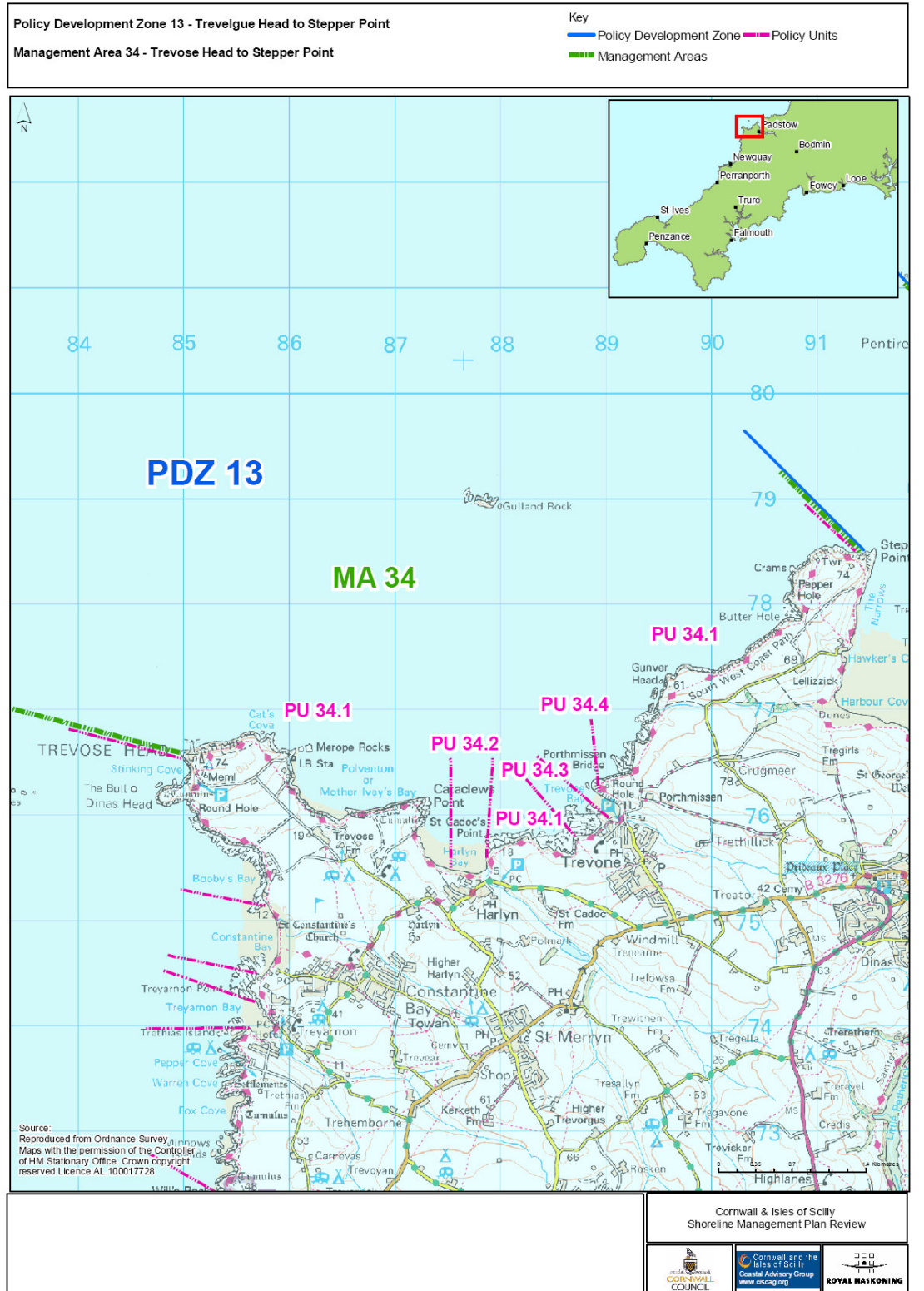


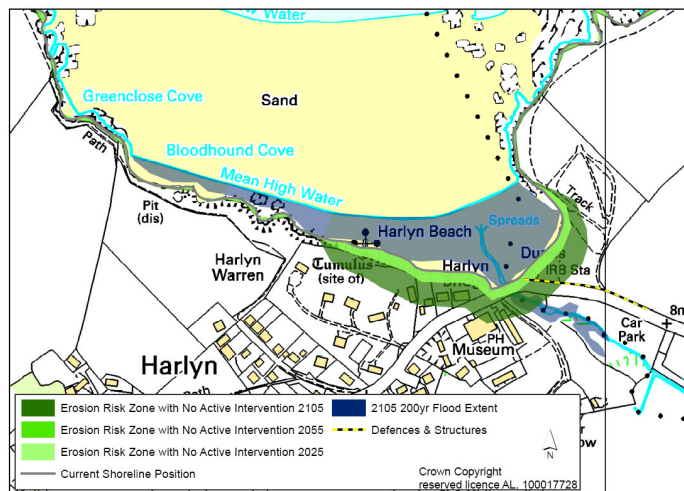
**Location reference:** Trevoze Head  
**Management Area reference:** MA34  
**Policy Development Zone:** PDZ13



## DISCUSSION AND DETAILED POLICY DEVELOPMENT

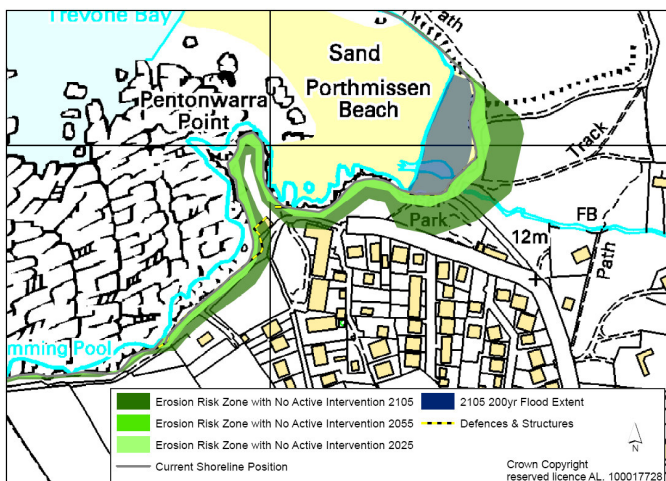
Along the **undefended cliffs** a no active intervention approach will meet high level objectives and satisfy AONB and heritage coast criteria. Short sections of the SW coast path may come under threat in places due to isolated cliff falls and erosion. The Trevoze Head RNLI lifeboat station is located on the sheltered east side of the Trevoze Head, at the north-west end of Mother Ivey's Bay and localised works around the station to ensure safe access to the station and launching and recovery of the lifeboat should be allowed under the wider NAI policy.

**At Harlyn Beach** the preferred plan is to continue with the SMP1 policy of holding the line in the short term. This time period should be used to identify realignment options for the road at the rear of the beach in the medium term as this is a locally important through route for lifeboat crew accessing Trevoze Head RNLI Station.



Managed realignment offers the opportunity to restore the sand dunes, which are currently in recession and have been significantly damaged in the past by the construction of the car park. Relocation of the car park and restoration of the dune system would not only provide improved coast protection but would also support enhancement of the AONB. This policy will require support from the land use planning system, potentially through master planning work.

Landward erosion of the shoreline may reach 50m by 2105 under the no active intervention scenario (see inset map above). As many as six properties could be affected by this, though none are anticipated to be lost entirely within the next 50 years. It is possible that some historic sites, including cist, wreck and a barrow may be impacted by the preferred plan in the longer term. Amenity use of the beach frontage will be supported by the preferred plan, though access points and car parking (as identified



above) will be affected in the longer term, along with the road. Any Village Strategy should therefore make provision for the timely relocation of the car park from out of the erosion risk zones

Along the **Trevone Cliffs** frontage, although erosion is anticipated to be in the order of 10-15m over 100 years, there appears to be little justification for protection of cliffs, as there is very little property at risk. The route of the SW coast path may

however be affected. The preferred plan would be to introduce a no active intervention policy to manage this frontage. NAI would not preclude private defences to be managed by land owners where appropriate, as long as the extent and influence of these defences does not increase beyond that currently in existence.

**Trevone Beach** (also referred to as Porthmissen Beach) is a heavily defended frontage but no assets are judged to be at risk by 2105 (under the no active intervention scenario) other than car parking. Realignment of parking and other tourist facilities undertaken through epochs 1 and 2 is the preferred plan and to then allow a no active intervention approach to be adopted by epoch 3, to provide consistency with Trevone Cliff. The preferred plan and NAI approach will support high level SMP objectives for nature conservation. The beach and its shoreline would be allowed to respond naturally to sea level rise, benefitting the intertidal habitat and minimizing coastal squeeze and preventing excessive loss of beach area. The shoreline may be expected to roll back by as much as 40 metres by 2105 (see inset map above), dependent on availability of fresh sources of sediment from offshore areas. Landscape values will be supported by the preferred plan and landscape quality allowed to develop without constraints. Amenity use of the beach frontage will be supported by the preferred plan, though access points and car parking will inevitably be affected by sea level rise in the longer term. Any Village Strategy should make provision for the timely relocation of the car park from out of the erosion risk zones.

There is an historic burial site to the east of Pentonwarra Point which may be affected by erosion in the longer term (Royal Haskoning study 1997), but ongoing monitoring will give an early indication of the likelihood of exposure – giving time to explore options for investigating or managing the burial site.

The economic assessment for Management Area 34 provides a fairly robust benefit / cost ratio of 3.18 (refer to Economics Appraisal Summary Table below and Appendix H). This supports short term hold the line at Harlyn and provides an economic basis for minor works associated with managed realignment and rolling back the frontages in the medium term, at both Harlyn and Trevone.

**SUMMARY OF PREFERRED PLAN RECOMMENDATIONS AND JUSTIFICATION PLAN:**

<b>Location reference:</b>	<b>Trevose Head to Stepper Point</b>
<b>Management Area reference:</b>	<b>MA34</b>
<b>Policy Development Zone:</b>	<b>PDZ13</b>

PREFERRED POLICY TO IMPLEMENT PLAN:	
<b>From present day (0-20 years)</b>	NAI along undefended cliffs. HTL at Harlyn Beach. NAI at Trevone Cliffs. MR at Trevone Beach.
<b>Medium term (20-50 years)</b>	NAI along undefended cliffs. MR at Harlyn Beach. NAI at Trevone Cliffs. MR at Trevone Beach.
<b>Long term (50 -100 years)</b>	NAI along undefended cliffs. MR at Harlyn Beach. NAI at Trevone Cliffs. MR at Trevone Beach.

**SUMMARY OF SPECIFIC POLICIES**

Policy Unit		SMP1 Policy	SMP2 Policy Plan			Comment
		50 yrs	2025	2055	2105	
34.1	Undefended cliffs	Do nothing	NAI	NAI	NAI	Will meet high level objectives and satisfy AONB and heritage coast criteria.
34.2	Harlyn beach	Hold the line	HTL	MR	MR	HTL in short term. Look to identify realignment options in medium term. Enhancement of the degraded dune area is primary objective, along with sustainable positioning of the road. .
34.3	Trevone cliffs	Hold the line	NAI	NAI	NAI	Present management is unsustainable, opportunity to return to naturally functioning section of coastline. NAI would not preclude private defences to be managed by land owners where appropriate.
34.4	Trevone beach	Hold the line	MR	MR	NAI	MR will adapt frontage to impacts of climate change. Gradual return to no active intervention by epoch 3.
Key: HTL - Hold the Line, A - Advance the Line, NAI – No Active Intervention MR – Managed Realignment						

**ENVIRONMENTAL ASSESSMENT**

**Strategic Environmental Assessment (SEA):**

Between Trevose Head to Stepper Point, the overall policy of NAI will benefit the biodiversity and geological interests associated with Trevose Head & Constantine Bay SSSI and Trevone Bay SSSI. The NAI policy may result in potential loss of community assets or reduced footprint through erosion for some settlements, however the second long-term policy of MR for this policy unit will continue to maintain current standards of defence at selective locations including Harlyn.

**Appropriate Assessment (AA):**

HTL is proposed in Epochs 1 and 2 followed by HTL/MR at Mawgan Porth (road section), with selected areas suitable for HTL at Porthcothan Beach for all Epochs, whilst HTL is proposed in the first Epoch followed by MR at Harlyn, and finally MR is proposed in the first two Epochs at Trevone Beach. These policy locations are at least 17km from the nearest Natura 2000 Site boundaries; therefore no direct or indirect effects are expected.

**IMPLICATION WITH RESPECT TO BUILT ENVIRONMENT**

Economics Summary		by 2025	by 2055	by 2105	Total £k PV
<b>Property</b>	Potential NAI Damages (£k PV)	0.0	0.0	86.1	86.1
	Preferred Plan Damages (£k PV)	0.0	0.0	0.0	0.0
	Benefits of preferred plan (£k PV)	0.0	0.0	86.1	86.1
	Costs of Implementing plan £k PV	23	4	0	27
		Benefit/Cost ratio of preferred plan			3.18