

Location reference: Boscastle to Wanson Mouth

Management Area reference: MA38

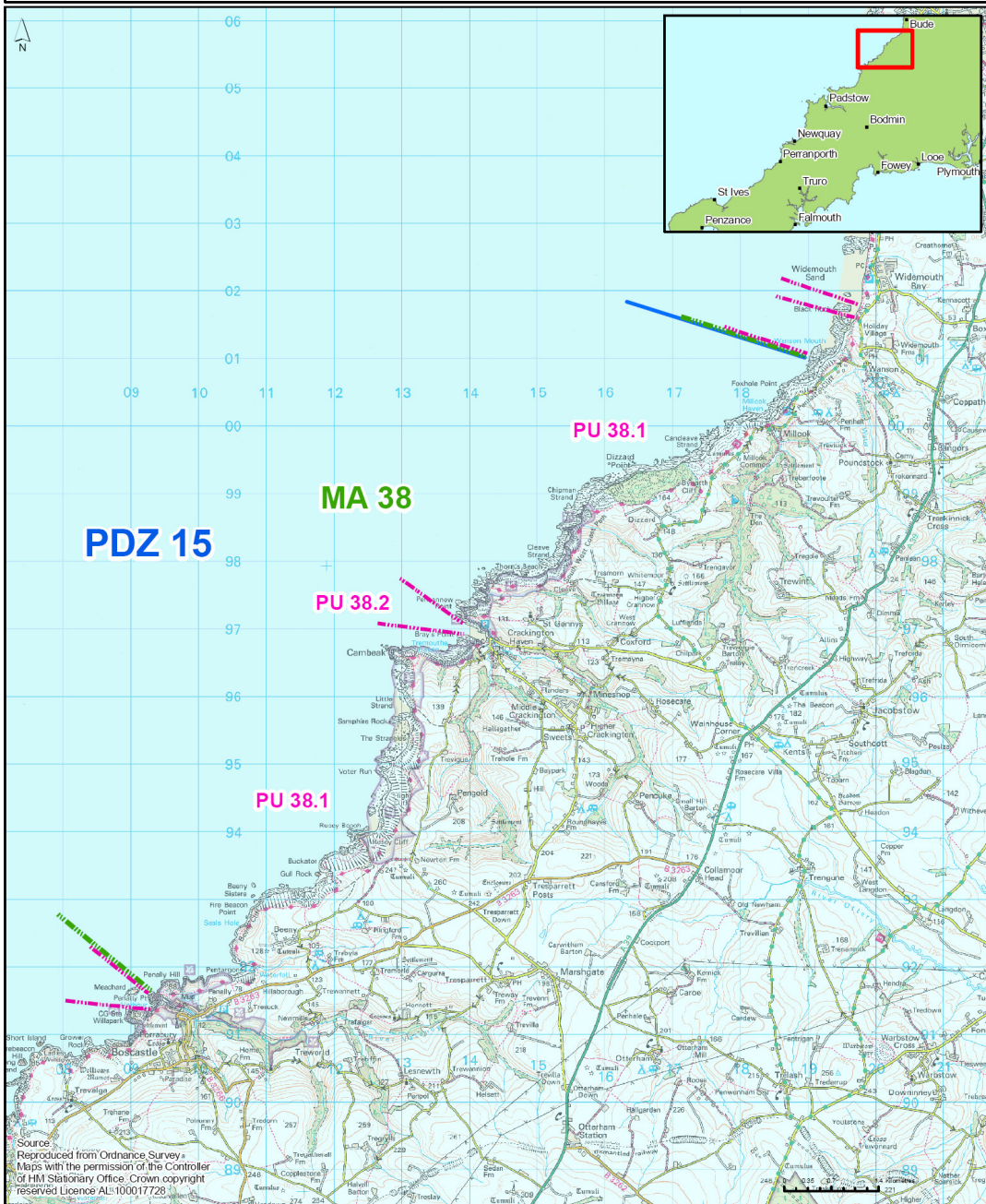
Policy Development Zone: PDZ15

Policy Development Zone 15 - Pentire Point to Wanson Mouth

Management Area 38 - Boscastle to Wanson Mouth

Key

- Policy Development Zone
- Policy Units
- Management Areas



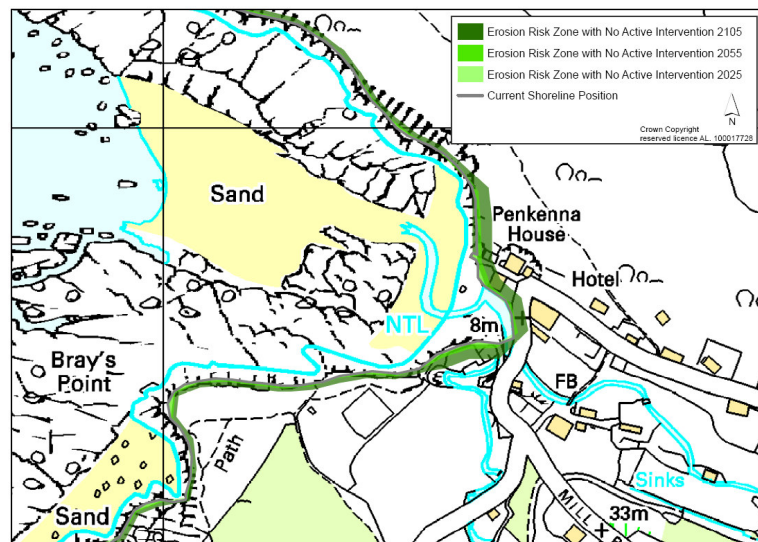
Cornwall & Isles of Scilly
Shoreline Management Plan Review

DISCUSSION AND DETAILED POLICY DEVELOPMENT

The great majority (around 99%) of this frontage is undefended, open coast cliffs and coves. The highly valued landscape, naturally eroding geological exposures and coastal maritime slope habitat is reflected strongly by the nature of the designations. The Cornwall AONB, the Pentire Point to Widemouth Heritage Coast, the Boscastle to Widemouth SSSI and the Tintagel-Marstrand-Clovelly Coast SAC provide complete linear coverage of the frontage. Therefore these values and designations completely drive the policy toward a continued (from SMP1) non-interventional approach.

The assessment of erosion and flood risks indicates that only continued slow rates (generally less than 5m) of cliff line recession will affect the majority of the frontage within the next 100 years. It should be acknowledged that it is always possible that there may be occurrences of more extensive cliff failure at discrete locations due to localised faulting in the geology.

It is only at **Crackington Haven** where the erosion mapping assessment identifies any risk to assets. There is a small section (<100m) of the unclassified road which runs down through the river valley into Crackington Haven (from Lower, Middle and Upper Crackington) and then east again, which could potentially be affected, possibly lost entirely, to erosion by 2105 under the NAI scenario. A single property is also at risk under this scenario. See inset map above.



There are a series of structures at Crackington Haven, including masonry training walls creating a modified channel at the discharge point of the river (inset photo left). There are also masonry retaining walls and a bridged section to the road. A number of properties (mostly commercial) are clustered around the discharge point of the river, potentially increasing vulnerability to joint probability risks from

coincident storm surge and high river flows. The viability of the commercial premises and the through road are important to the local economy but the road cannot be classified as in any way strategic, as there are alternative routes which bypass Crackington Haven. The recession mapping indicates that risks to the road and properties are unlikely to occur prior to epoch 3. An initial policy of hold the line may be suitable in continuing to maintain the structures (owned and maintained by Cornwall Council) followed by a realignment policy during epochs 2 and 3.

The economic assessment concluded no benefits but this reflects the general fact that the defences protect the highway rather than any specific properties. It is felt risk to the highway will justify hold the line for epoch 1, prior to a longer term strategy being implemented.

Summary of Preferred plan recommendations and Justification

PLAN:

Location reference:	Boscastle to Wanson Mouth
Management Area reference:	MA38
Policy Development Zone:	PDZ15

PREFERRED POLICY TO IMPLEMENT PLAN:	
From present day (0-20 years)	NAI along undefended cliffs. HTL at Crackington Haven.
Medium term (20-50 years)	NAI along undefended cliffs. MR at Crackington Haven.
Long term (50 -100 years)	NAI along undefended cliffs. MR at Crackington Haven.

SUMMARY OF SPECIFIC POLICIES

Policy Unit		SMP1 Policy	SMP2 Policy Plan			Comment
		50 yrs	2025	2055	2105	
38.1	Undefended cliffs	Do nothing in order to maintain geological / biological importance – monitor cliff fall frequency	NAI	NAI	NAI	Meet objectives relating to Cornwall AONB, Pentire Point to Widemouth Heritage Coast, Boscastle to Widemouth SSSI and Tintagel-Marsland-Clovelly Coast SAC
38.2	Crackington Haven	Hold the existing defence line (no intervention for cliffs)	HTL	MR	MR	Position of shoreline sustainable in short term (20 year) . Longer term holding of the line would increase pressure and erosion of frontage causing possible scour around structures and beach lowering. Initially maintaining shoreline position/defences through epoch 1 should be followed by planned realignment of road and channel / training walls over longer term (subject to funding availability).
Key: HTL - Hold the Line, A - Advance the Line, NAI – No Active Intervention MR – Managed Realignment						

ENVIRONMENTAL ASSESSMENT
<p>Strategic Environmental Assessment (SEA):</p> <p>Between Boscastle and Wanson Mouth, the long-term policy plan of NAI across the undefended sections of the coastline will allow natural processes to prevail benefiting the geological and biodiversity interests along the coastline, although between Crackington Haven and Widemouth Bay there is potential loss of residential and commercial properties and assets. The MR policy to also be implemented for this management area will continue to maintain current standards of defence for the settlement of Crackington Haven.</p>
<p>Appropriate Assessment (AA):</p> <p>HTL is proposed at Port Isaac and Boscastle for all Epochs, whilst at Crackington Haven HTL is proposed in the first Epoch followed by MR in Epochs 2 and 3, and MR is proposed for the first two Epochs at Portquin. All policy locations with the exception of Boscastle and Crackington Haven are located at least 6km from any Natura 2000 Site boundary; therefore no direct or indirect effects are</p>

expected. Both Boscastle and Crackington propose HTL along or close to the Tintagel-Marstrand-Clovelly Coast SAC boundary, however, given the nature of existing defences and expected proposals and consequences, no direct effects (loss of features) or indirect (hydrodynamic) effects on site features are expected.

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	0.0	0.0	0.0
	Preferred Plan Damages (£k PV)	0.0	0.0	0.0	0.0
	Benefits of preferred plan (£k PV)	0.0	0.0	0.0	0.0
	Costs of Implementing plan (£k PV)	99	50	0	149
Benefit/Cost ratio of preferred plan					N/A

Notes

Disparity between benefits (0) and costs are due to the road impacts not being assessed. The defence at Crackington primarily protects the highway.