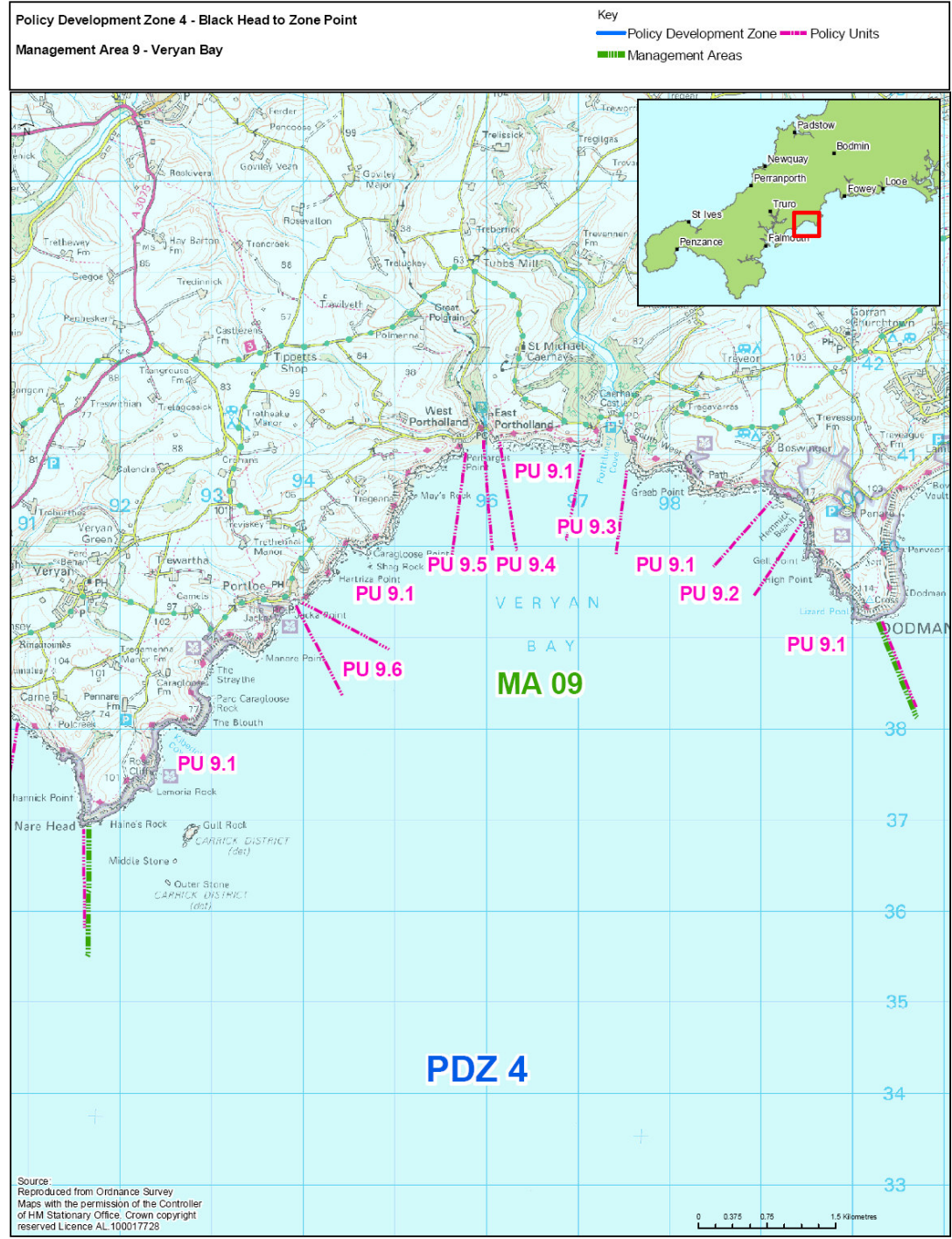


Location reference: Veryan Bay
Management Area reference: MA09
Policy Development Zone: PDZ4



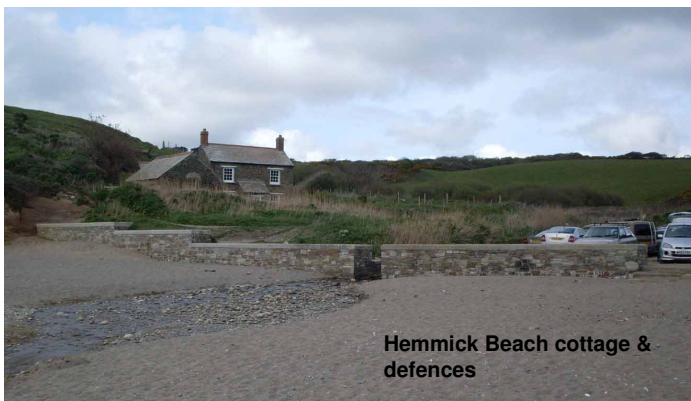
Cornwall & Isles of Scilly Shoreline Management Plan Review		

DISCUSSION AND DETAILED POLICY DEVELOPMENT

This management area running from Dodman Point to Nare Head comprises a relatively resistant, south-west to south-east facing coastline of hard slate cliff, very sparsely populated except at the small coastal settlements of Portholland and Portloe. There are also beaches with car parking facilities at Hemmick and Caerhays. Both flooding and erosion in these discrete areas play a role in guiding the preferred plan and policy choice at those locations. The entire frontage is designated as Heritage Coast and as part of the Roseland AONB. The Cuckoo Rock to Turbot Point SSSI also covers much of the frontage. 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 9.1) from Dodman Point to Nare Head retain a no active intervention approach, in the long term. Effectively this accounts for over 90% of this management area managed under a no active intervention approach.

It is envisaged that the non-interventional policy approach continues to include the funding of a strategic coastal monitoring programme, in order to inform future SMP reviews and local strategies and studies. Erosion is expected to be minimal along these open coast areas, due to their resistant geological characteristics. There are no significant sections of the **South West Coast Path** thought to be at risk within this management area.

Some 1.5km to the north-west of Dodman Point is the small cove and beach at **Hemmick**. A small stream valley issues across the beach at this point. A very minor road runs along the back of the beach and a small car park with capacity for around six to eight vehicles is located at the rear of the beach. There is one National Trust property located here, Hemmick Cottage, which is Grade II listed. Despite the low-key nature of this location there are defences present, in the form of masonry and stone seawalls to either side of the car park (see inset photo below). There is evidence of erosion to the cliffs either side of the defences. The relatively high energy wave environment dictates that some erosion is likely here at the back of the beach, which could affect car park, road and property by 2105.



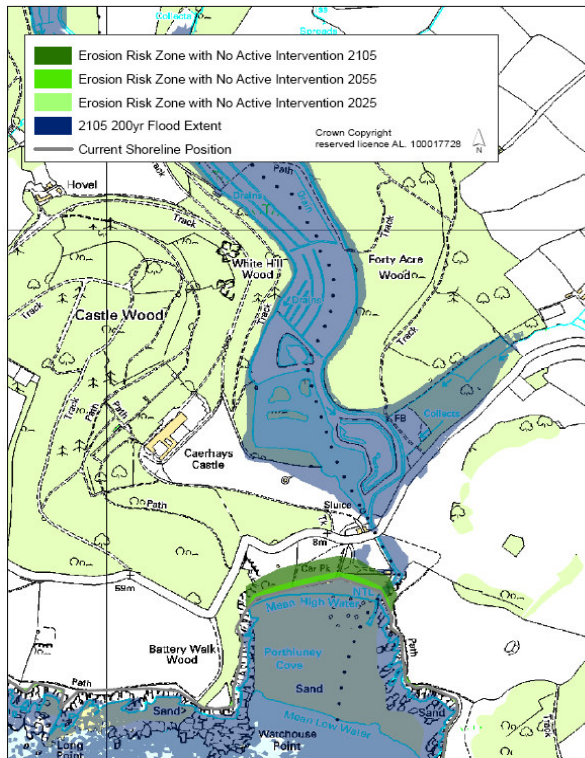
Hemmick Beach cottage & defences

Given the ease with which the road could be re-routed and its non-strategic nature alongside the National Trusts Shifting Shores policy to allow natural coastal processes to dictate evolution of the coast, the preferred plan at Hemmick would be to undertake realignment of the road to a more resilient position followed by a no

active intervention approach in epochs 2 and 3.

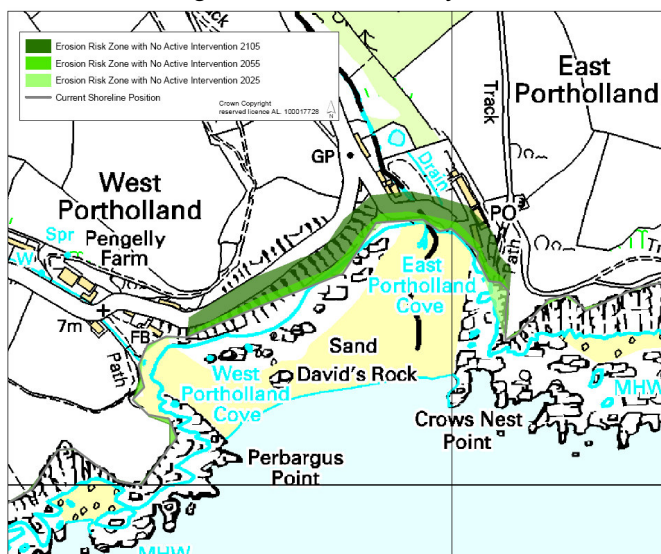
To the north-west of Hemmick is **Caerhays Beach** (Porth Luney). It too is exposed to significant wave energy from the south-southwest and erosion at the rear of the beach is likely, with possibly up to 45m retreat from the current line of defences, under the NAI

scenario. There is also a significant extent of flood risk during a 0.5% tidal flood event, associated with the stream which discharges at the eastern end of the beach. There is a large pool some 150m upstream in the grounds of the registered Park and Garden of Caerhays Castle. Although there is little risk to the park from erosion, there is some flooding associated with the pool.



Although currently there are low defences at the rear of the beach, the only asset at risk is the beach car park. The through road to the rear of the car park is not thought to be at risk over 100 years. SMP1 recommended a policy of hold the line but the preferred SMP2 plan at Caerhays is managed realignment and the intention would be to continue this policy through the three epochs. This policy is intended to allow the natural development of the Sand Dunes, thereby contributing to UK Biodiversity Action Plan targets, and should reduce the visual impact of the car parks adjacent to the foreshore to the benefit of the AONB. Suitable management of the dunes may reduce the overall rates of erosion as shown in the No Active Intervention scenario

East and West Portholland are around 1km to the west of Caerhays. The steeper topography which rises away from the east and west coves dictates that there is little flood risk at this location. However the risk assessment indicates some significant erosion affecting East Portholland by 2105 and occurring along the cliffed frontage



which separates East and West Portholland and the linking road (see the inset map below). The road is not a strategic route and an alternative inland route is available.

A number of properties, car parking and the access road are at risk at East Portholland, at the rear of the cove, by 2105 under the no active intervention scenario. The with present management scenario shows no change occurring at the rear of the cove. There are publicly

owned and privately owned defences at this location which are currently maintained in position but there may be scope for some realignment and adjustment of the defensive line to provide some accommodation of the pressure from coastal squeeze.

Given that there is a very limited likelihood of any public funding at this location, it is not considered appropriate to continue to apply a hold the line approach. NAI would promote a natural response of the beach to sea level rise but this would not preclude the private maintenance of structures at East Portholland. Monitoring of beach levels and actual rates of cliff retreat between East and West Portholland over the next 50 years would help to manage the risks.

West Portholland is less affected by erosion, principally due to its more sheltered position from the prevailing wave climate.

There may be possible impacts on the Cuckoo Rock to Turbot Point SSSI along the East and West Portholland frontage due to the preferred plan.

At **Portloe**, the steep coastal topography provides natural defence from any flood risk and the very sheltered nature of the cove and the resistant geology dictate that there is seen to be no risk to any assets from erosion. Therefore it is considered appropriate to continue with the hold the line approach which SMP1 established. In reality this provides simply for the maintenance of the outfall channel (maintained by the Environment Agency) and the small pier, although this may have high cost associated, which prevents the benefit / cost analysis reaching unity. See the Economic Appraisal Summary Table below and Appendix H.

SUMMARY OF PREFERRED PLAN RECOMMENDATIONS AND JUSTIFICATION PLAN:

Location reference:	Veryan Bay
Management Area reference:	MA09
Policy Development Zone:	PDZ4

PREFERRED POLICY TO IMPLEMENT PLAN:	
From present day (0-20 years)	NAI on undefended coast; MR at Hemmick Beach; MR at Caerhays Beach; NAI at East Portholland; NAI at West Portholland; HTL at Portloe
Medium term (20-50 years)	NAI on undefended coast; NAI at Hemmick Beach; MR at Caerhays Beach; NAI at East Portholland; NAI at West Portholland; HTL at Portloe
Long term (50 -100 years)	NAI on undefended coast; NAI at Hemmick Beach; MR at Caerhays Beach; NAI at East Portholland; NAI at West Portholland; HTL at Portloe

SUMMARY OF SPECIFIC POLICIES

Policy Unit		Policy Plan			Comment
		2025	2055	2105	
9.1	Undefended cliffs & coves	NAI	NAI	NAI	Continue with NAI approach. Support AONB and Heritage Coast objectives
9.2	Hemmick Beach	MR	NAI	NAI	Realign road (if economically justified) to adopt NAI in long term
9.3	Caerhays Beach	MR	MR	MR	This policy is intended to allow the natural development of the Sand Dunes, thereby contributing to UK Biodiversity Action Plan targets, and should reduce the visual impact of the car parks adjacent to the foreshore to the benefit of the AONB. Suitable management of the dunes may reduce the overall rates of erosion as shown in the No Active Intervention scenario
9.4	East Portholland	NAI	NAI	NAI	There is no intention to maintain council owned road retaining structures. All other defence structures are privately owned. The NAI policy would not preclude maintenance of those structure in line with what has been done historically but would not be likely to support creation of new defences.
9.5	West Portholland	NAI	NAI	NAI	No risk identified. NAI would not preclude local management maintaining the privately owned low seawall.
9.6	Portloe	HTL	HTL	HTL	Maintain channel and small pier at low cost – no natural recession prevented under this approach.

Key: HTL - Hold the Line, A - Advance the Line, NAI – No Active Intervention
MR – Managed Realignment

ENVIRONMENTAL ASSESSMENT

Strategic Environmental Assessment (SEA):

The long-term policy plan for Veryan Bay is for NAI along the undefended sections of the coastline and beaches with HTL and MR used selectively at settlements to maintain current standards of defence. The NAI policy will allow natural processes to prevail benefiting the Caragloose Point RIG site.

The policy of HTL and MR will also ensure the continued protection of residential and commercial properties and assets, although the Portholland access road may be impacted upon by MR which could encroach on the footprint of the road. In addition, the policy of HTL will prevent natural processes such as erosion essential for the Jacka Point RIG site, while in contrast the protection of the Portloe Conservation Area will be achieved under a policy of HTL.

Habitat Regulations Assessment (HRA):

HTL is proposed for all Epochs at Portloe. This policy location is an extensive distance (at least 10km) from all Sites with the exception of the Fal and Helford SAC which starts around 750m to the south-west. This would not result in indirect hydrodynamic effects that would affect 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	70.2	27.8	98.0
	Preferred Plan Damages (£k PV)	0.0	0.0	0.0	0.0
	Benefits of preferred plan (£k PV)	0.0	70.2	27.8	98.0
	Costs of Implementing plan (£k PV)	52	25	31	108
				Benefit/Cost ratio of preferred plan	0.91

Notes

B/C ratio is marginal due to the higher costs of pier maintenance. Investigation into a wide range of funding sources may be required.