

## **North West and North Wales Coastal Group**

### **North West England and North Wales Shoreline Management Plan SMP2**

Annex B3 – Client Steering Group Meetings

Consultation Draft

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Consultation Draft

## Client Steering Group – Example invite to first meetings

Dear All,

There is a Project Management Board Meeting on 25/09/08. This will be held at the Solaris Centre in Blackpool as the Preston Hotel is closed for refurbishment until January. I will send out the agenda and relevant information to the people involved in this at a later date.

Following the PMB meeting there will be two 'Sub-Group' meetings both being held at the Solaris Centre. In the afternoon of the 25/09/08 there will be a meeting for the Steering Group members from the Northern part of the Cell (Sub Cells c d and e) and on the morning of 26/09/08 there will be a meeting for the Steering Group members from the Southern part of the Cell (Sub Cells a and b). The purpose of these meetings is to provide an opportunity for all steering group members to meet with the consultant at this important stage. The main focus of the meetings will be to discuss the draft Theme Review Maps and the Issues tables which will be available shortly. A short agenda and timings will be sent out nearer the time, but if there is anybody who sits on a steering group that is not included in this email please let me know.

Please could you let me know by 17/09/08 whether you will be attending.

Kind regards

Fiona

Fiona Crayston (nee Gregory)

Client Steering Group – Example agenda for first meetings

**Shoreline Management Plan Round 2**

**Northern Sub Group**

**Thursday 25<sup>th</sup> September 2008**

**Solaris Centre, Blackpool**

**1:15pm**

**Agenda**

1. Introductions
2. Approach to Key Stakeholder forums
3. SMP and Issues and Objectives Presentation
4. Discussion of Issues and Objectives
5. Discussions of Theme Review
6. AOB

Client Steering Group – North Group Minutes (25.10.08)

**MINUTES**  
of the  
**SMP2 Northern Sub Group**  
held on  
**Thursday 25<sup>th</sup> September 2008**  
at  
**The Solaris Centre**

**Present:** Sam Box (Halcrow)  
Andy Parsons (Halcrow)  
Steve Roach (Halcrow)  
Fiona Crayston (Blackpool Council)  
Lee Swift (Environment Agency)  
David Bechelli (Copeland Borough Council)  
Mike Faulkner (Allerdale Borough Council)  
Adrian Morphet (Lancaster City Council)  
Jim Robinson (Natural England)  
Jonathon Croft (Environment Agency)  
Mark Ellis (Barrow Borough Council)  
Rosie Baines (Natural England)  
Rupinder Dhillon-Downey (Natural England)

**Apologies** None known

ITEM		ACTION BY/BEFORE
<b><u>1.</u></b>	<b><u>Introductions</u></b>	
1.1	AP thanked everybody for coming and introductions were made around the table.	
<b><u>2.</u></b>	<b><u>Approach to Key Stakeholders Forums</u></b>	
2.1	AP explained what a Key Stakeholder forum was. We need to make sure that we have the contact details of the right people. MF suggested that the categories are useful to jog peoples memories. LS stated that the Parish Councils needed to be included. FC to send out the consultation list with those highlighted who are already going to be contacted so that people could identify others and return it to FC by Tues 30/09/08.	<b>FC ASAP ALL 30/09/08</b>
<b><u>3.</u></b>	<b><u>Issues and Objectives Presentation</u></b>	
3.1	SB went through where we are at in the SMP and gave a presentation on the Issues and Objectives asking for comments after each coastal section. A question was asked about the differences between the Theme review and the Issues and Objectives Table. SB replied that the Theme review is the detailed list of features and the Issues and Objectives are more generic. The Objectives used are in line with Defra guidance but they are not set in stone so if there are any comments about them they should be raised.	
	<b><u>1- Wyre Estuary</u></b>	
3.2	JC stated that in general the CFMPs gave a policy of maintain or improve for the left bank but on the right bank there is the potential over 50years to stop maintaining ditches and drainage so increase the flood risk. If this bank was removed the flooding potentially goes a long way into Hambleton. At the moment there are issues inside the estuary with a wall and some dispute over who is responsible for it, the EA or Wyre Council.	

- SB asked where the CFMP boundary is?  
JC was not sure.  
There are areas at Larbreck which are rife for realignment as it is self contained but the defences are maintained by the Environment Agency.
- 3.3 J-Knott End-on-Sea to Heysham  
RB said stated that vehicle access to the beach at Pilling Sands is banned for safety reasons and that is the main recreation in that area. As a result Saltmarsh has started to re-establish and there are now associated wader populations and roosting populations. It is therefore inappropriate to keep the objective as avoiding loss of beach. There is a bird sanctuary to the east which is an SPA.  
RB also stated that we need to be careful with Shell fisheries as they move from year to year.  
SB asked if there were any important caravan parks in the area.  
JC stated that there is Cockerham Sands Caravan Park is quite important and there are a few static ones.  
There have been talks at Pilling and Farnham as to whether an embankment is viable.
- 3.4 K-Lune Estuary (Plover Scar to Hall End Scar)  
JC stated that the Lune CFMP has put some policies on the South Bank.  
Altcliffe Marsh is interesting – the Wildfowlers own the flood defence so they need to be involved.
- 3.5 L Heysham to Roa Island  
RB said there are conflicts between tourism and environmental designations in this area. There has been a lot of work done at Flookbrugh Caravan Park as it is built on reclaimed land.  
It is an EA maintained bank.  
The Ulverston to Barrow Coast Road (A5087) suffers from periodic erosion.  
ME stated that Roa Island is defended all the way around but they are owned by different people. The boat club own some, the council owns some and a terrace of houses owns some. The causeway is owned by the railway but the council is responsible for the road.  
RB said a big issue is the impact of the railway from Arnside up to Plumpton Hall.  
AM stated that this was also a problem around Bolton le Sands.  
RB thought that the Railway line is vital to the nuclear industry and also to commuters.  
AM stated that some of the nuclear material is brought into Barrow by boat and then transferred by rail up to Sellafield.
- 3.6 M+N Kent Estuary and Leven Estuary  
RB stated that Arnside viaduct is being assessed for repair or re build. If it were to be rebuilt as a suspension bridge is would have a huge impact on the coastal and estuarine processes.  
AP stated that there would have to be an EIA done on any rebuilding of the viaduct which should help to mitigate any problems.
- 3.7 O- Walney Island  
BAE would lose the operating licence on the airfield without the emergency access road, which is currently at risk of erosion.  
There are coastal landfills on the island, which are at risk from erosion. There may be places around the North West Coast where this is a problem.
- 3.8 P Duddon Estuary (Lowsy Point to Hodbarrow Point)  
RB stated that the Railway is already hindering the roll back of the estuary.  
DB stated that there is an Eco tourism initiative that has been brought about by the Duddon Estuary Partnership.  
There is also a bird sanctuary at Hodbarrow Point.
- 3.9 Q-Hodbarrow Point to St Bees Head (including Calder and Ehen)  
The Drigg Coast is a SAC as well as a SSSI.  
JR stated that there is a widfarm at Haverigg Prison which should be included.  
DB stated that access to the Eskmeals Gun Range from the North by a low bride and high tide and from the south by high tide.  
JR said there is also an issue of contaminated land. MOD do not know what is on that land.

- DB thought that the Eskmeals site is probably a core site and is run by Quinetic. JR said that the Annaside SSSI is also designated for the Natterjack Toad population.
- Also the Lake District National Park is an Environmentally sensitive area. There are also similar schemes set up which last for 10 years although they have been updated now.
- SB thought that a sentence in the theme review could cover all the schemes.
- 3.10 R Ravenglass Estuary complex  
The Lake District National Park is in twice.  
JR stated that the Drigg coast is a LNR and is the first one created in England.
- 3.11 S St Bees Head to Grune Point  
JR stated that there is erosion of South shore at Whitehaven.  
DB stated that it is colliery spoil which makes up the Cliffs and it is designated as public open space. There is also a candlestick heritage site.  
Salton Bay has erosion but it is the 1<sup>st</sup> undersea mine in the world so should be preserved even though the access isn't safe at the moment. English Heritage are putting some money towards it.  
MF stated that there are plans for development at Workington.  
DB said there is also the Energy coast and the National Energy Museum proposals at Workington which should be taken into consideration.  
MF stated that Corrus Steelworks has been bought by a developer but they don't understand the coastal processes as in that are there is shingle thrown onto the land during storm conditions which damages any structures.  
JR stated that the Upper Solway Flats and Marshes also has Natterjack toad populations.  
It is also designated as an SAC for the Reefs and pioneering saltmarsh.  
MF stated that the B5300 road regularly gets closed during storm high tides but is an important road for locals.  
There is also a concrete wall at Dudmill point which gives erosion problems. This was an issue that was discussed in the first SMP.
- 3.12 T- Moricambe Bay  
MF stated that the Bay used to be larger. 10,000 years ago there was no Grune Point. The area now is relatively stable now.  
There are defences at the base of the Grune to protect Skinburness. South of Skinburness to Silloth Dock there is the issue of terminal erosion at the end of defences which keep getting extended.  
JR stated that there is a small part of private coastal defence on Grune Point which has been put in since August 08. It is rock armour and is 150m long.
- 3.13 U- Cardurnock to Scottish Border  
MF stated that the Rockliffe Marshes may effect Longtown rainges.  
JR stated that the M6 is being extended into the M74.  
JR stated that the Eden is designated as SSSI and SAC.  
Also the Upper Solway has a Natterjack Toad population.

Client Steering Group – South Group (26.10.08)

**MINUTES**  
**of the**  
**SMP2 Northern Sub Group**  
**held on**  
**Friday 26<sup>th</sup> September 2008**  
**at**  
**The Solaris Centre**

**Present:** Andy Parsons (Halcrow)  
 Sam Box (Halcrow)  
 Rhian Thomas (Halcrow)  
 Fiona Crayston (Blackpool Council)  
 Brian Hodgson (TDUG)  
 Phil Jones (Environment Agency)  
 Paul Wisse (Sefton Metropolitan Borough Council)  
 Ruth Critchley (Natural England)  
 Neil Thomas (Wirral Council)

None known

**Apologies**

ITEM		ACTION BY/BEFORE
<b><u>1.</u></b>	<b><u>Introductions</u></b>	
1.1	AP thanked everybody for coming and introductions were made around the table.	
<b><u>2.</u></b>	<b><u>Approach to Key Stakeholders Forums</u></b>	
2.1	AP explained what a Key Stakeholder forum was. We need to make sure that we have the contact details of the right people. BH stated that the TDUG was important and needs to be consulted but he can coordinate responses and arrange meetings. NT stated that the members of the TDUG other than the Local Authorities and CCW would be Stakeholders and therefore consulted along with the public. NT suggested that Ian Holden at the Port of Liverpool was a Key Stakeholder and also Martin Bailey who is the acting conservator for the Mersey. PW stated that Sefton would be holding their own Stakeholder meeting so if FC passes the letter onto them they will send it out to people they wish to invite. Other names that were put forward by the group were: English Heritage Mersey Environmental Advice Service Peter Jepson (Lancashire County Council) Mersey Travel Lesley Cryer Colin Wells (RSPB) Tim Melling (RSPB) John Parker (Network Rail)	
<b><u>3.</u></b>	<b><u>Issues and Objectives Presentation</u></b>	
3.1	SB went through where we are at in the SMP and gave a presentation on the Issues and Objectives asking for comments after each coastal section.	
3.2	A-Great Orme to Little Orme PW asked what is defined as landfill? SB stated that the data had been taken from the EA data of registered Landfill so it is their definition. PW stated that there may be some more for Sefton. PW stated that Southport pier is a grade 2 listed structure but is not on the maps. RC asked whether the local nature designations would be included? SB stated that they should be identified in the Theme Review. RC said she would discuss it internally and provide information.	
3.3	B-Little Orme to Point of Ayr	

3.4 NT to pass LBCG partner reports to Halcrow.  
 BH stated that there is a Landfill at the bottom end of the Clwyd on the right had bank. If you are looking downstream it is just above the bridges.  
 Also there is redevelopment plans for Rhyll Harbour/dock area although there are flooding issues.  
 NT stated that redevelopment was being pushed along by political pressure.  
 BH said there is also the possibility of a tidal barrage at Rhyll which would include tidal power. It would be circular so it would not prevent water circulation between the estuary and the open coast.  
 NT pointed out that the cable landfall from the North Hoyle Wind farm is a Rhyll. C-Dee Estuary  
 BH stated that on the Rhyll side there is a reinforced wall behind which there is a lot of contamination and the railway.  
 There is also a navigation wall in the estuary and defences upstream as far as Chester on both sides.  
 The English side has an embankment which is maintained by the EA.  
 On the inner part of the estuary there is heavy development within the flood plain. And there are development pressures especially up towards Chester. Phil Barber knows more about this.  
 There are Queensferry and Chester sewerage works which can have a detrimental effect on the water quality.  
 Also navigation needs to be maintained up to the Airbus Factory at Broughton so the siltation in the canalised section can be a problem.  
 NT added that it also effects the dredging of the estuary and the port of Mostyn.  
 AP asked whether the navigation channels in the Dee should be a separate feature?  
 BH said yes.  
 RT asked whether there are any passengers that use Mostyn?  
 BH said no.  
 NT stated that Mostyn is used for the offshore energy.  
 BH said that there are Shellfisheries on the sandbanks within the estuary. The EA are the sea fisheries committee within the estuary, although in Wales the sea fisheries committee will be taken into central government. There is currently reorganisation of the sea fisheries committees in England and responsibility for the estuaries is yet to be decided.  
 RC stated that there are Local designations and also biodiversity issues within the estuary which are not included in the Issues and Objectives tables such as the Sabellaria reefs.  
 NT stated that Hilbre Island has not been included but he is not sure which section it should go into.  
 RC stated that Inner Marsh Farm forms part of the wider Dee Ramsar site but is reliant on fresh water flows and would be at risk of salt-water inundation.  
 BH stated that there are 2 power stations which have 2 major abstraction points in the Dee. The 2 power stations are Connahs Quay and Deeside but they are quite close together and both intakes and discharges are at Connahs Quay.  
 The integrity of the training wall is an issue. There has been some maintenance by the EA as they are the navigation authority.  
 RC stated that the river Dee is a SSSI for migratory species such as Lamprey which move around between the river and the estuary.  
 BH felt that Chester Weir should be included and the integrity of it maintained. It was originally built for amenity but it does produce Hydro electricity. It has implications on flood defence if it were to collapse.  
 NT said there are flooding issues at West Kirby and also wind blown sand which should be considered within the SMP. There are regeneration proposals at West Kirby.  
 NT also felt that the Royal Liverpool Golf Club would be better included in the Dee Estuary.  
 BH stated that the Chester to Shropshire union canal also enters the river Dee at Chester.  
 D- Hilbre Point to Perch Rock  
 RC stated that part of the Dee Estuary SAC extends into the North Wirral SSSI but also the North Wirral SPA and Ramsar Site.  
 It is internationally designated the whole way along.  
 NT stated that Hilbre Island and the Mersey Training Walls effect the Wirral frontage- the training wall has caused accretion.  
 Also Birkenhead should be included in the Mersey Estuary and not in North Wirral.  
 NT said there is a Neptune development at new Brighton which is being done in 3 phases and also the possibility of regeneration at Hoylake and Meols.  
 NT asked whether the schemes on Authorities MTP had been considered?  
 AP stated that they hadn't but it would be useful to see them.  
 NT stated that there is a management plan from Hilbre to Meols which includes beach management and Spartina spraying.

NT

All to send  
 MTPs to  
 Halcrow

- 3.6 The cable landfall for Burbo bank is at Leesow.  
 E- Mersey Eastuary  
 RC said that the Mersey Basin Campaign should be involved as they cover a large area up to the Ribble Estuary and into Manchester.  
 BH said he would forward a contact for the Mersey Estuary from the EA.  
 RC stated that the Mersey narrows covers both banks of the Mersey and is an SPA.  
 NT stated that there is a Peel Holding development called Wirral Waters and also the Seaforth triangle developments by Liverpool Docks.  
 Peel Holdings own the ship canal, Liverpool Port and Liverpool Airport.  
 PW stated that there is a new link between Albert House docks to the Leeds-Liverpool Canal, which runs parallel to the Shore.  
 NT thought that the Stanlow Oil refinery and Cammel Laird Ship yard should be included.  
 PW stated that there are plans to redevelop the radar tower at Seaforth by Peel Holdings.
- 3.7 F- Seaforth to Southport Pier (including R. Alt)  
 PW said that there is a fibre Optic Cable which comes onshore at Ainsdale.  
 There is also freshwater Abstraction taking place from the Sefton Dunes.  
 The Mersey training wall effects processes along this stretch of coastline.  
 There is an outfall at Hightown owned by UU which has proposals to remove half of it which would effect the coastal processes. It currently fixes the river Alt in place.  
 At Crosby there are plans for a a water centre to be developed on the marine lake. There are also plans to pump seawater into the marine Lake.  
 PW went through a list of things that had already been sent through to Halcrow.  
 RC stated that the Mersey Narrow and North Wirral Foreshore is a SPA and Ramsar site. Cabin Hill NNR should also be include.  
 PW asked where Art work fitted in as there are the statues on the Crosby foreshore.  
 RC stated that there is fisheries activity in the this section with suction dredging and tractor dredging off the coast.  
 PW stated that there is the possibility of regeneration around the Southport fairground.  
 The sandwinning at Southport has been stopped.
- 3.8 G-Ribble Estuary  
 RC stated that much of this area has been reclaimed such as Hesketh.  
 There are plans for development around Preston Chorley and South Ribble which will be known as the South Lancashire City Development.  
 There was an idea for a cosmetic barrage at Preston upstream of the Ribble canal and Preston Dock.  
 PW stated that there is a sewerage treatment plant at Marshside.  
 RC stated that both RSPB and Natural England own big chunks of the Ribble estuary.  
 PW stated that some of the marshland is used for farming.  
 RC stated that there is a landfill site and sewerage works at Clifton Marsh.
- 3.9 H- Lytham Jetty to River Wyre.  
 RC stated that there is sand extraction at St Annes and there are erosion issues at the base of the dunes at the site where it is stockpiled before being taken away.  
 There are also issues with the Thursby nursing home access site.  
 There are development proposals at Lytham by a company called Kensington developments who were originally looking at developing around Liggard Brook.  
 FC thought that Blackpool football club should be included as well as Marton Mere. There is also the Isle of Man Electricity interconnector which goes offshore at Anchorsholme.

BH

## Client Steering Group – Example invite to second meetings

Dear All,

It is necessary to move the PMB meeting from February to January. Could you please let me know your availability for 19th and 20th of January. Could you please let me know by **16th December** so that I can get it booked before the Christmas break.

Could the **Sub Cell Leads** also invite the Client Steering groups to the meetings detailed below and let me know numbers by **5th January**.

There will be Client Steering Group Meetings taking place with the Consultant on the following dates:

12th January 2009 I1d+e	Derwentmouth Conference Centre
13th January 2009 I1c	Lancaster House Hotel
14th January 2009 I1b	Solaris Centre
15th January 2009 I1a	Ramada Hotel, Chester

The CSG meetings will be taking place in the mornings with Stakeholder Forums being held in the afternoons.

Kind regards

Fiona

Fiona Crayston (nee Gregory)

Client Steering Group – Example agenda for second meetings

**NORTH WEST ENGLAND AND NORTH WALES  
CELL II SHORELINE MANAGEMENT PLAN**

**CSG**

**Agenda**

- 1) **Welcome**
- 2) **Introductions and Declarations of Interest**
- 3) **Presentation: Overview of Coastal Risks, Policy Appraisal and Key Policy Drivers**
- 4) **Presentation and Discussion of Potential Policy Options to Test**
- 5) **'What next?' in the SMP**
- 6) **Close**

Consultation Draft

## Client Steering Group – Sub Cell a Minutes (15.01.09)

### Sub-cell 11a CSG

15<sup>th</sup> January 2009

#### Chester

Neil Thomas – Wirral Council  
 Fiona Crayston – Blackpool Council  
 Sam Box - Halcrow  
 Adam Davidson - Halcrow  
 Ben Lukey- Environment Agency  
 Lee Swift – Environment Agency  
 Dave Goodson- Environment Agency Wales  
 Paul Wisse- Sefton Council  
 Caroline Salthouse- North West Coastal Forum  
 Richard Evans- Conwy Council  
 Dyfed Rowlands- Conwy Council  
 Rod Jones - CCW  
 Ruth Critchley- Natural England  
 David Hall- Denbighshire Council

NT Welcomed everyone and gave the outline for the meeting  
 SB Gave a presentation

SB	Asked for comments on the Assessment of coastal processes and baseline scenarios by 4 weeks time 12 February 2009.
RJ	Is there a set format for adoption?
SB	Yes Local Authorities Elected Members need to take it to council members for adoption, also RFDC need to sign it off and then the Quality Review Group and EA sign it off.
RJ	When are policies checked for habitats compliance?
SB	Need to undertake an Appropriate Assessment (AA) which will be done for all the tested scenarios.
LS	Reiterated that all policies need to be practical and affordable.
SB	We will also be undertaking Socio-Economic tests at the same time as the AA.

### **Discussion on Key Policy Drivers (KPD)**

<b>Section A</b>	
SB	Great Orme – Little Orme have been identified as KPDs with the policy of NAI
	Llandudno KPD HTL
CS	Is the beach not a separate policy driver? So the beach is a key policy driver.
RJ	It applies all along the N Wales coast. Also need to think about the landscape as it is important for tourism.
DR	Conwy are looking at flood risk and climate change to assess where they need to do work. Defences at Llandudno are reliant on the beach.
DR	The beach has been recharged and raised secondary wall constructed in around 2000 at Llandudno.
RJ	There needs to be clarity on the risks associated with the policy.
	The risk based approach is used in WAG risk based funding processes.
SB	Risks and uncertainties will be made clear in the sensitivity tests.
DR	Llandudno flood risk study will be useful to the SMP, it is being undertaken by HR Wallingford, will pass onto SB
RJ	Llandudno is at risk of freshwater and coastal flooding as freshwater cannot drain away through the defences so we need to take account of rising groundwater.
SB	Not really a SMP issue but should be flagged up in the text and in the Action Plan.
RJ	But may mean MR rather than HTL.
CS	What about River Basin Management Plans as they look to 12nm out?
<b>Section B</b>	

	Beach should also be a key Policy Driver.
RJ	Coast needs a strategic beach feed, will that be in the SMP?
SB	That is a way of implementing the policy rather than the policy itself which is covered in the SMP.
CS	Railway and A55 along North Wales coast is key policy driver.
RJ	Abergele – Pensarn shingle SSSI would a HTL mean recharge?
	Beaches in this area are underlain by soft Holocene muds so does not feed the beach.
RC	Nationally designated sites should maybe be key policy drivers as they are still legally protected. The Appropriate assessment only covers international designations.
RC	Dee Cliffs are geologically designated for the eroding cliffs so a policy of NAI should just be considered and therefore they should be a key Policy Driver.
RJ	Talacre Dunes are also in the SAC.
	Pensarn should be taken into consideration but not necessarily be a key policy driver.
	<b>Section C</b>
NT	Hilbre Island should be a control feature on the conceptual model diagram.
RJ	There are problems in the Dee with long term with sea level rise. The SMP needs to consider the CFMP. Chester Weir has already overtopped.
NT	In the short term dredging of the channel may be a key policy driver so that policies do not cause extra sedimentation.
SB	Airbus factory may be the key policy driver.
DG	If the channel is not maintained we will have problems with discharges into the river.
	<b>Section D</b>
CS	Issues in this area with coastal flood plains and fluvial flood plains.
NT	Other townships should also be key policy drivers eg Meols, Moreton etc.
	<b>Section E</b>
CS	Free ports should also be on there. Garston, Airport etc.
	There is already an issue with birds at Liverpool Airport.
BL	It is another area where the CFMP needs to be taken into account.
	There are already examples of tidal locking causing flooding.
CS	Widnes should be key policy driver.
SB	Also the Manchester Ship Canal.
BL	We need to be tough especially in longer epochs for MR.
NT	Transport links between Wirral and Mersey, also the tunnels are KPDs.
BL	Also the Bridge.
	<b>Section F</b>
PW	Expecting dunes to erode but where possible manage the erosion.
	Monitoring is important.
	Crosby, Waterloo and Flightown should be KPDs. Also Southport and Crosby have issues with contaminated land and need to be held.
PW	The Pumping station on the Alt should be key policy driver.

### Discussion on policies to test

AD Went through the aerial photographs proposing policies to assess.

AD	Great Orme NAI
	Llandudno HTL over 3 epochs
RJ	Llandudno has an east and a west shore so need to point out issues with back door flooding. Some of the cliffs in Penrhyn Bay have been protected in conjunction with land owners.
DR	Council have submitted a European Bid for defence works at Colwyn Bay.
	By potentially putting groyne structures in to maintain the beach. The Dolas units were put in as part of the A55 development. Llandulas might be a possibility for MR but there is the road and subway so MR could be tested only back to the railway in the longer term.
BL	Are we expecting to protect caravan parks for 100 years?
RJ	Even if the council does not want to continue to protect, the parks themselves may want to

	do private works.
	There are safety issues with caravan parks in Kinmel Bay from risk of flooding.
	MR should be tested along Pensarn which would also allow the shingle to role back.
DR	Kinmel beach rock revetment was built in 1999.
	Also imported shingle was used to recharge the beach. Along the Dune frontage the rock revetment has encouraged dune growth.
AD	Clwyd – possible locations for managed realignment
	Rhyll – HTL
DH	WAG are putting a lot of money into Rhyll. In some areas there will be a need to increase the width of the promenade.
AD	Prestatyn HTL
DR	Towards Flintshire there are potential for other options.
	Rhyll – Prestatyn may use a secondary wall in medium to long term.
RJ	175,000m <sup>3</sup> of sand replenishment was put to the west of the point of Ayr dunes which has helped the dunes.
	There is a study on Talacre Warren – can get from Flintshire Point of Ayr is accreting. But a net import of sediment into the Dee Estuary.
AD	Dee Estuary – HTL, MR and NAI tested in various places.
RJ	There is an area at Baggillt where saltmarsh has eroded to railway line.
	There was a study on MR sites in the Dee in terms of compensation for Mostyn.
BL	We need to think about the scale for MR, and not too generic as saying just the Dee Estuary.
AD	Chester HTL
	Some locations in the inner estuary MR in medium to long – Dee Cliffs NAI on Wirral side.
	Private defences along the golf course, but should probably test NAI for medium to long.
	Royal Liverpool Golf Club dunes do have a defence but is covered by sand.
	Hilbre Point/Red Rocks has defences which are privately owned.
NT	MR at Meols is potential compensation area for coastal squeeze but would need to be careful.
NT	Also test MR at Leasowe Dunes/Wallasey golf course.
CS	Bathing beach at Meols is important.
NT	Should test MR (east of Wirral frontage) as the area has been previously reclaimed and there are just the 2 roads – strategic link in New Brighton/Kings Parade.
AD	Mersey Inner HTL
AD	Liverpool Airport NAI and HTL
	Upper Mersey HTL with potential for MR but would need to consider the landfill sites.
CS	There are landfills east of the Airport.
AD	Cosby HTL but only use active intervention when required.
PW	MR came out as an option in the Crosby Strategy but there is a problem with contaminated land. Seaforth docks are being regenerated.
	Also Seaforth triangle are wanting to advance the line so ALT needs to be tested.
NT	Training walls on outer estuary are a controlling feature, need to update the conceptual model diagram.
PW	The footpath/road behind the Alt has a sewage pipe under it. The Rubble along the beach was tipped there in the 1970's.
	The sewage pipe went in in the mid 90's but should be in Crosby to Formby Strategy. Possibly NAI should be tested. There is potentially space to realign all along the dunes but are problems with landfill.
	There are a number of outfalls which affect the channels in the Alt.
	Dunes at Altcar training camp are accreting. Training wall at the mouth of the Alt is important to keep channel away from the Crosby frontage.
	To north of the Altcar rifle range is Cabin Hill NNR but again the dunes are accreting.
	Most erosion is at the point.
AD	Formby NAI for 3 epochs but with dune management.
	At Ainsdale, dunes are accreting again.
	The Ribble channel used to come in front of Southport so this may happen again when the training walls fail. Southport is also at risk of surface water flooding.
NT	thanked all for coming and closed the meeting.

## Client Steering Group – Sub Cell 11b Minutes (14.01.09)

<p><b><u>Sub-Cell 11b CSG</u></b>  <b><u>14<sup>th</sup> January 2009</u></b>  <b><u>Blackpool</u></b></p> <p>Ian Rowlands- Environment Agency          Andrew Shore- Fylde Borough Council          Lee Swift- Environment Agency          Ian Gold- Environment Agency          Carl Green- Wyre Borough Council          Fiona Crayston –Blackpool Council          Andy Parsons- Halcrow</p> <p><b>CG welcomed</b>  <b>AP gave presentation</b>          Assessment of coastal processes – now on website          Baseline Scenarios – now on website          Next consultation June / July 2009</p>
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LS	Suggest that emphasise that plans need to be affordable
IR	Also need to emphasise that we want peoples vision
CG	A lot of areas can not carry on doing what we are now as will have no beaches so need to emphasise consequences
AP	Need to know what studies are planned in future on MTP so can ensure they can be in the action plan.

### Key Policy Drivers

IR	Hesketh Bank should be a control features as the land is quite high and probably wouldn't move?
AP	Ones we are showing are ones which are controlling now; not what may become controlling in future under NAI.
IR	When the Ribble estuary management plan developed , Ribble land owners wanted to be made aware if their land could be subject to MR
SB	In others SMPs this was done as part of main SMP consultation. Went to letter drops.
AP	It is a question whether the SMP identifies specific sites or just develops a policy of MR potential. Exact sites would then be developed at strategy level.
	Need to discuss communication strategy at PMB. Perhaps should have a PR person on PMB, although it would probably be better with a separate communications meeting.
IR	Land drainage behind defences/saltmarsh is an issue which needs to be addressed especially with saltmarsh accretion. Reclaimed land is now sinking.
SB	Consultation may need to have different consultation for different areas.
CG	East bank of Wyre is contaminated – mercury wells etc, so need to be defended
	Hillhouse powerstation – new biofuel power station being built at Thornton. On old hillhouse site so short term driver?
CG	Waste site on Knott End side could be a driver – it would be the limit to what could let go as it is contaminated and also the highest point.
	CFMP does not go into detail about land drainage behind defences. It is going to have to go into the action plans for further study.
	Also food security should be looked at a regional scale if agricultural was flooded.
IR	Area around Southport in flood risk area is 60% of North West's grade 1 agricultural land. Look at old Crossens CFMP as Helen Little (NFU) was happy with it.
AP	Importance of agricultural land across the whole SMP will be looked at as a sensitivity test

### Policy options to test

<b>Section G</b>	
	Southport HTL – need to look at sensitivity to loss of marsh in the future.
	Ribble – some sites for realignment but contamination studies needed.

	Douglas- HTL and some MR
	Douglas- Banks built 1970's. Toe stabilisation in the 1990's
IR	Ribble estuary, regional park which is developing. Lawrence Rose RSPB is the chair.
AS	There is a draft strategy put together for the regional park.
	Northern Bank of the Ribble – there is the aerodrome and higher ground but some areas could be MR
	East of airport potential contamination due to refuse dumps.
IR	Parts of airport have records of flooding – possibly partially rising ground water
	Because of aircraft need to be careful what we do with MR due to birds
	Also in the area need to do ordnance investigations for WW2 bombs

#### Section H

	Lytham HTL
IR	Siltation of saltmarsh channels will cause issue for land drainage behind.
SB	This needs to be acknowledged in the SMP, but SMP won't come up with a solution
IR	There is a sediment model for the Ribble prior to the Hesketh study. Nigel Pontee was involved.
AP	Confirmed Nigel is the technical leader for estuary assessments in the SMP
IR	The EA has powers over the training walls in the Ribble, but at present there is no justification.
SB	A sensitivity test of loss / gain of saltmarsh in front of defences will be undertaken
IR	Should maybe advance the line around Fairhaven lake (east) to give more recreation space
AS	There is a seafront materplan for area from the lake round to the golf course
	Dunes at St Annes may not be there in 100 yrs so HTL may need to be tested
AP	What is the current annual licence for sand extraction at Salters bank.
AS	Something like 70,000m <sup>3</sup> – 150,000m <sup>3</sup> but can send licence and current amount.
AS	Fylde have received a planning application for residential dwellings on the Pontins site.
IR	Anchorsholme may need to look at setting back. Anchorsholme Park as the National Review Group understands problems with justifications.
CG	Can look at MR along Rossal School but south side is playing fields, north side may be more potential.
	One of options for the area would be a secondary defence line and overtopping storage.
	Could have issues with the wording as not MR
IR	Could maybe ask Jim Hutchison as chair of EA SMP QRG if the policies being tested are OK?
CG	Potentially in long term could MR over golf course with terminal groyne at end of Rossal scheme. Fleetwood frontage has all been advanced in past.

CG Thanked all for coming and closed the meeting.

## Client Steering Group – Sub Cell 11c Minutes (13.01.09)

### **Sub-Cell 11c CSG**

**13<sup>th</sup> January 2009**

#### **Lancaster**

Mark Ellis- Barrow Council  
 Ian Winstanley- Environment Agency  
 Ian Rowlands- Environment Agency  
 Pippa Hodgkins- Environment Agency  
 Adrian Morphet- Lancaster City Council  
 Rosie Baynes- Natural England  
 Fiona Crayston- Blackpool Council  
 Andy Parsons- Halcrow  
 Adam Davidson- Halcrow

ME Welcomed all.

AP went over Project Management issues:

The Baseline Coastal Processes and Baseline Scenarios have now been added and need to be reviewed by the CSG and comments received by 12.02.09 so that they can be finalised.

IR has some concerns about putting the maps on the website and therefore releasing the erosion lines before the NCERM project.

The mapping would be discussed further with the Project Management Board,

AP Gave presentation

#### **Discussion on Key Policy Drivers**

#### **Sections J, K, L, M, N**

IR	Thinks Knott End on Sea should be a key policy driver.
	There are opportunities in Wyre estuary for MR.
	Morecambe Bay SSSI/SAC, SPA etc should be a key policy driver for the whole of Cell 11c.
AM	Key policy driver – Glasson Dock is still a functioning port.
IR	There is some evidence that if Sunderland point erodes there would be increased flood risks to outer Lune, but maybe not Sunderland Village.
	West coast main line railway forms the defence for parts of Morecambe Bay between Hest Bank and Bolton le Sands
IR	May not be for the 100 years.
	JH chair of QRP
RB	Grange-over-Sands should be key policy driver.
IR	Should we consult with the Quality Review Panel when we have decided on key policy drivers? Bring up at PMB.
RB	There are proposals to stop pumped drainage of the Lythe Valley which would change hydrology of the Kent.

#### **Section O and P**

ME	Gas power station at Roose is not really at risk, so not a KPD, but the gas pipeline and gas terminal could be.
	Duddon Estuary is same SAC as Morecambe Bay but different SPA and Ramsar.
	International sites should be key policy driver.

#### **Discussion on policies to test**

##### **Wyre Estuary**

IR	Should we consider Fleetwood as advance the line?
AP	It is probably just a wider form of defence, so call this hold the line. If docks already have outline planning permission can assess as if already there. Agreement with testing HTL at Fleetwood with potential MR sites in the estuary.

IR	Need to consider advance the line for Wyre Estuary to allow for a Barrier like Thames Barrier.
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### Section J

IR	There is new development in Knott End on Sea with a new defence.
AP	Knott End on sea HTL but Presall Embankment some scope for MR.
IR	There is also a secondary defence 2-3 fields behind the primary defence which could preserve primary defences from needing to be increased. May also facilitate localised MR
IR	Debates about economics for Cockersands Abbey but also question for Natural England as could effect the whole of the Bay if Lune Channel moves. Could be sufficient reason to maintain the defences.
	Defences either side of Abbey may be strategically important as well.
RB	From an environmental aspect more transition between salt and freshwater may be beneficial.
IR	Halcrow have done some study?
AP	Economic studies of Cockersands Abbey area were undertaken by RPA, who are part of the Halcrow SMP team. .

### Section K

AM	Glasson Dock is active port with shipping so should be policy driver. It is dependent on fertiliser trade to Russia.
RB	There is a training wall in channel but not maintained although the channel is still dredged
IR	There are areas in Lune which could be MR / habitat creation opportunities. Landfill site opposite Lancaster Quays needs to be HTL. Lancaster is key policy driver.
IR	There is a secondary defence between Overton Village and Middlesham , - possible option for MR.
RB	The land rises so would be too high for saltmarsh but would not need a defence.
	Emergency track is being constructed behind defences to ensure 4x4 access at all states of tide.
AM	Sunderland point has been subject to flooding resilience pilot studies.
RB	Sunderland Point is in a designated site so can not test ATL.
AP	So just test NAI?
RB	Yes as already established that new defences will be uneconomical and will have adverse impacts on estuary.
PH	Need to test HTL to show impacts; even though uneconomic, if residents want to pay for defences the SMP needs to advise on impacts.
IR	Point itself is eroding but EA have done a brief study to show that the wave action does not increase on the village.
IR	Overton and Middleton scheme provides a secondary line of defence to areas north of the point.

### Section J continued

AM	Heysham sands – headland to south is a limestone headland so wont erode substantially; just the area from the church northwards.
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### Section L

AM	Bolton le sands – West Coast Mainline is the defence also at Hest Bank.
	To north of Keer is a landfill site and the spit is slag from steelworks.
RB	Leighton Moss is a freshwater feature and designated for reedbeds so RSPB may object to proposals to test realignment policies in this area.
	There are some defences in front of cottages at Silverdale.
	<b>Kent Estuary</b>
RB	The road near Sandside floods on most high tides – road goes from Milnthorpe to Arnside.

### Section L continued

	Grange saltmarsh has grown up to 100m per year with accretion of up to 150mm per year.
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	Marsh establishment at Grange started in 1980's and some have linked the timing to after Holme Island put in causeway.  Flookburgh caravan defences – EA provided labour and machines (plant), but Lakeland (Bourne) Leisure provided the money. Construction took place in last 2 years.
RB	Agreement with Bourne Leisure was that they would relocate in longer term. So need to consider testing Managed realignment back to old line across Cark Airfield. Potential for realignment in Leven estuary but there are outcrops of Limestone.

**Section O**

ME	Looking at realigning defences opposite Biggar Village as rock armour is out flanked. Embankments could be constructed inland to control flood waters.
	Walney golf course is currently defended.
RB	Lowsey point is NNR so should be NAI.
ME	The rock armour defence was constructed by the Council but is now considered unsustainable.

ME thanked all for coming and closed the meeting.

Consultation Draft

## Client Steering Group – Sub Cells d and e Minutes (12.01.09)

<b>Sub-cell 1 Id and e CSG</b>	
<b>12<sup>th</sup> January 2009</b>	
<b>Workington</b>	
<p>Mike Faulkner – Allerdale BC            David Bechelli – Copeland BC            Fiona Crayston – Blackpool Council            David Falcon - Environment Agency            Pippa Hodgkins- Environment Agency            Chris Hoban- Copeland BC            Andrew Craze- Nuclear Decommissioning Agency            Andrew Butler – Cumbria County Council            Paul Pugh- Network Rail            Jim Robinson – Natural England            Andy Parsons – Halcrow Group Ltd</p>	
<b>1.</b>	<b>MF welcomed</b>
<b>2.</b>	<b>MF introduced AP &amp; FC</b>
<b>3.</b>	<b>AP gave presentation</b>
	Assessment of coastal processes – now on website
	Baseline Scenarios – now on website
	Next consultation June / July 2009

AB	Asked which councillors have been involved?
AP	Gave a list from the notes of the December EMF.
MF	All had been invited
AB	Have Hadrians Wall Heritage been invited? They are about to invest £5M in Maryport. Confirmed that English Heritage were co-ordinating inputs from English Heritage and County Heritage / Archaeology officers.
AB	We may need to abandon some coastal connections in future as they are not sustainable.
JR	Will Halcrow policy options be presented with the meeting notes?

### Discussion on policies to test

<b>Section Q – Haverigg to St Bees Head</b>	
MF	Is Drigg an issue?
AC	Concerns over waste repository is over longest time say 1000 years.
JR	In front of Drigg site is the SSSI so may become an issue with coastal squeeze.
AC	There is the need for an ongoing rail structure to Sellafield and Drigg for life of SMP.
JR	Vegetated shingle in front of dunes in Duddon estuary is an interest feature for designation.
AP	Defence at Millom built as dam to keep sea out?
DB	Yes to allow mining at Hodbarrow.
DF	EA have raised defences at Haverigg so the breakwater has a flood defence function for Haverigg.
MF	Should Haverigg prison be flagged up as a feature? AP agreed – Yes, needs to be added.
DB	North of Haverigg towards Bootle there are some buildings that have been lost to coastal erosion but mostly agricultural land.
AP	There are some local defences so although will be looking at NAI our view is that so long as do not interrupt processes this should not be a problem.
DB	Private defences at Silecroft.
DF	In land on river Annas are some defences.
AP	Study undertaken by JBA suggested localised hold the line will not effect processes.
AP	Selker looking at NAI and possible localised HTL.
AP	Eskmeals range – localised defences as well as dunes.
DB	Just south of range there are issues with the road. In the long term it will need to be diverted in land. Other access to Eskmeals has low bridge and floods at high tide.

AP	For the range looking at NAI with local HTL.
JR	Some of dunes at north are SSSI.
AP	There is potential flood path behind dunes and cut off to Ravenglass estuary so may look at HTL locally.
	Ravenglass estuary is all designated so should be a key policy driver so as not to impact.
	Consider HTL for villages.
DF	Saltcoates is not at flood risk at the moment for 1 in 200 year level so may not need to do anything.
AP	Drigg repository - Not sure what will call it will ensure protection of Drigg repository but nothing needed for over 100 years so NAI or maybe realignment. Seascale – HTL for 3 epochs.
	Sellafield – Frontage from seascale to Sellafield will probably be considered as 1 frontage.
DB	No defences at Sellafield but there is the railway embankment but not designed as a defence.
AP	HTL along that frontage
	North there are houses in front of defences.
DB	The property owners build up shingle to try to manage flood risks.
AP	There are areas of rock armour on railway embankment. Not sustainable in the future for the houses so look at NAI but HTL of the railway.
	Some further houses at Nethertown.
DB	New length of railway defence just south of St Bees built about 10 years ago, stepped concrete with rock armour toe.
AP	To hold the line of the railway the structure needs to be extended which while possible will be expensive. St Bees – some houses south HTL; golf course NAI. St Bees itself is quite far back
DB	St Bees Groynes replaced between 10-20 years ago but need repairing again.
AP	In order to have more sustainable may be worth testing realignment as well as HTL.
DB	Yes; apart from café, there are a lot of caravans near the front at the North End.
	<b>Section R – St Bees head to The Grune</b>
DB	The Quarry on the headland is still open.
AP	Looking at testing NAI as cliffs are quite hard.
DB	Saltom Pitt has been a lot of money spent improving access (English Heritage) but there is a natural fault in cliff. Defence right along bottom.
AP	Proposing to look at NAI for Saltom.
DB	Yes even English Heritage have thought NAI in longer term, but may need to test localised hold the line in short / medium term.
AP	Whitehaven harbour HTL.
DB	South shore is eroding locally – has a footpath on top and work being done by National Trust. They say the land has economic value but is just open space and car park. Concerns about a breach into the harbour.
DB	Do not think there are any plans to extend Whitehaven Harbour.
AP	We can put comment in. Moving north railway is in front of cliff and to hold the line will need investment.
DB	Parton rock armour was put in about 10 years ago but the Shoreline is eroding to the north. It can flood through the railway. Concerns over access to the beach.
AP	Between Parton and Harrington not much behind railway. To south of Harrington is the area a slag bank?
MF	Original beach line was at the inner harbour. There was originally a steel works, then during 2 <sup>nd</sup> World War a magnocite works on the land to the south. It is contaminated land which has prevented proposals to redevelop.
AP	Contaminated land may be a problem for erosion, so we will need to test HTL.
MF	There is a seawall to south but will need to be considered if it were to fail.
	Area to north of Harrington Harbour used to be a rubbish tip so need to consider hold the line.
DB	To north there was a second railway line but now embankment collapsing. This is on the seaward side of the Cumbria Coast Line.

	To north work is underway extracting former steel works slag banks and filling with inert waste.
AB	There is a development proposal for whole of steelworks, site within which the developer would address the existing seawall.
AP	Could test NAI and HTL.
DB	Workington port – proposal to create marina was mentioned.
AP	We could test sensitivity of ATL.
DF	Workington could flood quite significantly in future with SLR.
AP	Will test HTL.
AP	To north will test HTL.
MF	At Flimby there were fields in front of railway up to 1950's, but when railway built in 1840s, railway embankment was on the back of the shingle beach.
AP	Consider MR and NAI in longer term.
MF	Promenade to north was job creation in 1930s.
AP	Test NAI as few assets behind.
AB	Crosscanonby the road is along coast and currently holding the line.
AP	Would look at NAI with localised HTL.
AB	The road is being held on Dubmill point at the moment but may change in future to move road in land.
AP	There is some debate as to whether holding the point is protecting the bay.
MF	Also the point may protect Morbray to the north.
AB	Haskoning are looking at it for the County Council (Highway Authority)
JR	Dubmill Point to Silloth dunes are SSSI.
AB	North of Maryport it is AONB.
AP	On dunes test NAI with localised HTL for the road.
	Silloth HTL.
JR	Concerned about coastal squeeze.
AP	Test HTL to Skinburness.
DF	Grune Point raised defences protecting Skinburness to Silloth, there is opportunity to realign.
MF	Grune point protects Moricambe Bay and allows the saltmarsh to develop.
AP	Testing HTL at Skinburness for short term. For Moricambe Bay NAI and HTL in short term where already defences.
	<b>Unit T – Moricambe Bay</b>
JR	Marsh in Moricambe Bay is an important geological SSSI area where isostatic uplift terraces can be seen.
	<b>Unit U – Cardurnock to Scottish Border</b>
AB	Road under threat north of Bowness.
MF	At Port Carlisle the offshore structure used to be a dock to a canal, which ran into Carlisle and also a viaduct but it is lost now.
DF	There are defences in Boarstead which is privately maintained.
	May be opportunities to move them back in the longer term.
AB	Highway Authority would not necessarily hold the road where it is. It is an access road from Burgh by Sands. Would look at making Kirkbride bridge to Anthorn.
AB	Looking at developing Carlisle route.
DF	Mossbank prime for set back.

AP stated that comments on the documents on the Website would be appreciated and should be received by 13/02/09.  
MF stated that he would give a committee report and direct them members to the website to view the documents.  
AP went through the next steps in the SMP process.  
MF closed the meeting and thanked all for coming.