

Robin Hoods Bay Coastal Strategy Study Development

Appendix E1

Robin Hoods Bay Coastal Strategy Study

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Produced for
Scarborough Borough Council



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The Supporting Appendices

The information compiled to support the Robin Hoods Bay Coastal Strategy Study is contained in a series of Appendices. In this way there is clarity in the decision-making process and the rationale behind the policies and options being promoted are both transparent and auditable. The appendices are shown below: -

Table 0-1: The supporting appendices

Appendix	Title	Detail
E1	Strategy Development	Reports the history of development of the Strategy, describing fully the plan and decision-making process.
F	Stakeholder Engagement	All communications from the stakeholder process are provided here, together with information arising from the consultation process.
E2	Baseline Understanding	Includes a baseline coastal process report, ground investigation interpretive report and an asset and coastal slope condition assessment.
D	Economic Appraisal and Outcome Measures	Presents the economic analysis undertaken in support of the Preferred Strategy Options.
G1	Habitats Regulation Assessment Screening Report	Presents an assessment under the Habitats Regulations set out in the Habitats Directive (Council Directive 92/43/EEC) which requires the assessment of plans or projects affecting Natura 2000 sites.
G2	Strategic Environmental Assessment Scoping Report	Presents the various items undertaken in developing the Plan specifically related to the requirements of the EU Council Directive 2001/42/EC (Strategic Environmental Assessment Directive)
E3	Outline Emergency Action Plan	Provides a brief overview of information required to aid a response of decision makers in the event of a land slide event within the study area of the Robin Hood's Bay Coastal Strategy Study.

1 Introduction

This Appendix provides a full explanation of the coastal strategy process, a description of the decision-making process and outlines the chronology of the Strategy development.

1.1 Background to the Robin Hoods Bay Coastal Strategy

The natural and manmade coastal defences in MA24 and MA25 are mostly managed by Scarborough Borough Council. The defences have been developed over time, resulting in varying standards of protection in different areas. Some of the man made and natural defences are in poor condition and require further investigation as to how to manage them in the future. A coastal strategy for MA24 and MA25 is needed to:

- Assess the potential risk of flooding and erosion to people, land, properties and the environment, both now and in future with predicted sea level rise.
- Investigate ways of managing these risks and the best options for the next 100 years.
- Plan for individual schemes including securing funding where possible and looking at alternatives where national funding is unlikely.

If there were no defences many properties around Robin Hoods Bay and key infrastructure (such as roads and underground services) would be at risk from coastal flooding and erosion. We also need to consider the impact of defences on the internationally important and protected wildlife habitats covering this coastline.

This CSS attempts to identify the best options for managing coastal flood and erosion risk over the next 100 years. The strategy is required to ensure that investment of public funds can be justified and that money is spent where it will give the most benefit. The CSS will be reviewed to take account of any changes that happen over time.

1.2 Aims & Objectives of the Study

The purpose of the study is to prepare a strategy together with a recommended investment programme for the construction and maintenance of coastal defences along the frontage.

Particular attention was paid to developing coastal management solutions that are economically justified while providing a sustainable solution as regards the coastal processes and natural environment of the frontage. This will be achieved through the identification of a range of options that can be compared against the strategic aims and objectives for the frontage.

The Strategy adopted will fall within the framework already developed for the North East SMP2 2007 which looks at a much wider area, but in less detail. The CSS reviews the strategic coastal defence options recommended by the SMP for each

management unit in more detail and determines whether the SMP options have to be revised.

The aim of this strategy is to provide appropriate levels of coastal erosion and flood defence, whilst developing the natural environment for the benefit of all.

The objectives of the strategy are:

- To provide an appropriate level of coastal erosion and flood defence.
- To provide sustainable defences, which utilise natural defence mechanisms wherever possible.
- To enhance the natural environment and to increase the potential for recreation and tourism.
- To provide a blueprint for future monitoring and programming of maintenance works.
- To increase the understanding of the shoreline and to focus consultations in a strategic manner.
- To aid co-ordination and to consolidate information gathered within higher level plans.

The purpose of this Appendix is to document the process on which the above aims and objects of the Strategy have been achieved.

2 Project Information

2.1 The Strategy Background

The purpose of the study is to prepare a strategy together with a recommended investment programme for the construction and maintenance of coastal defences along the coast between Whitby and Hundale Point.

The Strategy adopted will fall within the framework already developed for the North East SMP2 (2007) which looks at a much wider area, but in less detail. The Coastal Strategy Study reviews the strategic coastal defence options recommended by the SMP for each management unit in more detail, and determines whether the SMP options have to be revised.

The policy units identified in the North East SMP2 recommended coastal defence solutions that are economically justified while providing a sustainable solution as regards the coastal processes and natural environment of the frontage. This was required from the development of a coastal strategy and subsequently through the identification of a range of options that can be compared against the strategic aims and objectives for the frontage.

2.2 Client Steering Group

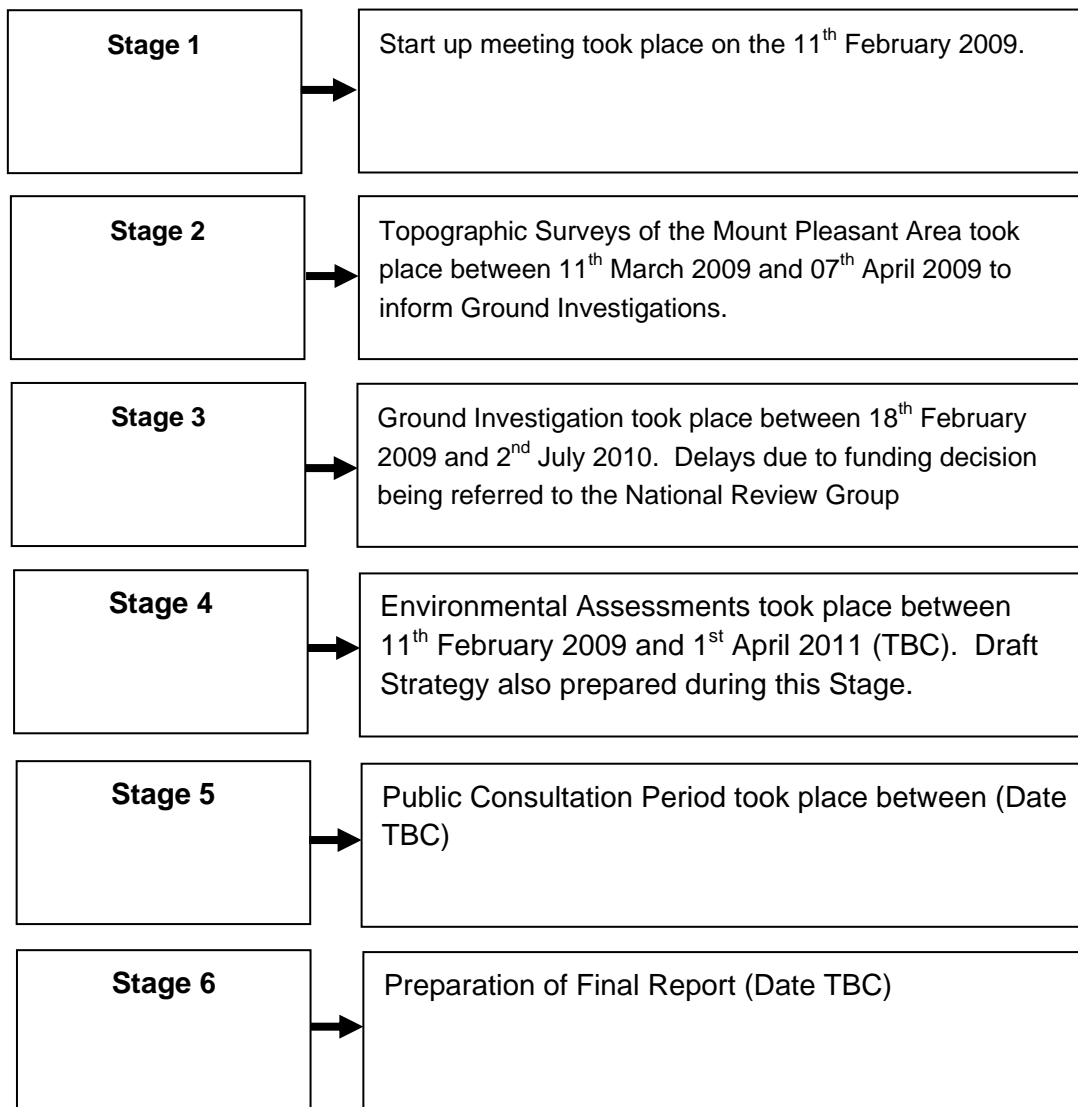
The Operating Authority is required to produce a coastal strategy for sustainable coastal management as recommended by the North East SMP2 (2007). Scarborough Borough Council is the lead authority in the development of the Strategy. This is achieved through the auspices of a Client Steering Group (CSG) made up of Scarborough Borough Council and other key bodies which include: -

- Councillors
- Parish Councils
- Natural England
- The National Trust
- The National Park
- The Environment Agency

The Client Steering Group has overall responsibility for the delivery of the Strategy and was involved throughout the life cycle of the Study. As well as initiating the development process and defining the scope and extent of the Strategy, they were responsible for managing the development of the Strategy through guidance and review of work undertaken.

3 Strategy Programme

The diagram below provides an overview of the Coastal Strategy process and the timetable of activities carried out during the Strategy development. Each stage of the Strategy has been overseen by the CSG through Steering Group Meetings held throughout the duration of the project.



4 Policy Development

4.1 Definition of Policy Scenarios

4.1.1 *SMP Policy Drivers*

A "key policy driver" was defined as a feature that has the potential to become an over-riding factor for determining policy due to its importance in terms of the benefits within the North East SMP2. It is helpful to note that, although in most cases a key policy driver will serve to promote or consider a policy option; it is possible that a key policy driver may serve to discard a policy.

There are no specific criteria which define a key policy driver; rather it is dependant upon the specific nature of the coastline and associated objectives and hence some subjective judgment is involved. Examples of key policy drivers are:

- International and European nature conservation designations (e.g. RAMSAR site, potential habitat creation opportunities)
- Nationally important infrastructure (e.g. Power Station, existing development)
- Regionally important transport links (e.g. Motorway, railway line)

Maintaining or improving existing coastal defence assets must comply with environmental legislation and objectives, including biodiversity targets set under the EU Habitats and Birds Directives, Ramsar Convention and DEFRA High Level Target 4 (DEFRA, 2006), in order to maintain favourable conservation status of the designated sites and a coherent network of coastal habitats.

4.1.2 *Future Policy Options and the Coastal Strategy*

Each frontage within the North East SMP2 is termed a Policy Unit. Each Policy Unit has three epochs attached to it:

- short-term (0-20 years),
- medium-term (20-50 years) and;
- long-term (50-100 years).

A single SMP policy has been determined and applied per epoch for each Policy Unit, in order to achieve the aim of the SMP of determining an achievable long-term vision for the north east coastline.

Each Policy Unit was supported by a statement on likelihood and source of funding, along with other necessary caveat or supporting statements. The Robin Hoods Bay Coastal Strategy considers the policy set by the SMP2 and tests this against a more detailed 'No Active Intervention' baseline scenario.

4.2 Policy Assessment

Having defined policies in the 2007 North East SMP2 for shoreline management over the next 100 years, it was then necessary for the Robin Hoods Bay CSS to assess this further against a more detailed and focussed assessment. This process had two main stages of assessment. Through this assessment, policy will change depending on the outcome of the more focussed and detailed study. For example, if a policy of 'Hold the Line' was identified in the North East SMP2 and the subsequent assessment in this CSS found that there was actually no economic justification to provide maintenance to existing defences then it would be recommended that a 'No Active Intervention' policy be adopted for the appropriate epoch.

4.3 Economic Appraisal

Each policy was appraised to determine whether they were economically viable i.e. in broad terms, the economic robustness of the SMP2 policies for each of the Policy Units.

The baseline cost is considered to be the cost of "No Active Intervention"; this is used as the baseline against which the justification for an active intervention policy is compared. Therefore, the costs of implementing the preferred policy e.g. Hold the Line, or Managed Realignment were offset against the No Active Intervention cost. The economic review determines, therefore, whether or not each policy is either economically viable or not. It also determined if a policy was of marginal viability. Policy units where there is marginal viability have been identified as requiring further investigation as part of a project appraisal report.

It is important to consider that in some cases, economic justification may not be the only key driver determining the proposed policy. Impacts on other benefits may be considered more important, a policy of Hold the Line may still be proposed given the importance of the intangible benefits.

4.4 Confirm Proposed Options

Following the assessment, the economic appraisal and taking into account advice received from the CSG, policies were determined for each Policy Unit along with preferred engineering options for further assessment, which were to be presented for public consultation. These took the form of a summary table detailing the policies and proposed options to implement this policy identified through the economic viability and the justifications for the policies to be proposed for consultation.

4.5 Draft Strategy Document Preparation

A draft version of the main CSS was produced, presenting the policy and scheme options for review and consultation.

5 Public Examination

5.1 Gain Approval in Principle to Proceed to Consultation

Prior to a draft version of the Strategy document being produced, the proposed options together with justifications were presented to the CSG and Local Authority, for discussion and approval in principle to proceed to consultation on the [Date to be confirmed].

[THIS SECTION TO BE COMPLETED AFTER CONSULTATION PERIOD AND TO INCLUDE REFERENCE TO RESPONSES GAINED AND HOW THESE WERE ADDRESSED]

6 Revise and Finalise Plan

6.1 Dissemination

[Following the end of the consultation period, the Client Steering Group will review all feedback and appraise the need to make amendments to the Strategy documentation and/or recommended options] [TO BE CONFIRMED FOLLOWING CONSULTATION PERIOD]