

Poole Bay, Poole Harbour and Wareham Flood and Coastal Erosion Risk Management Strategy

Consultation Report

July 2013



Dorset County Council

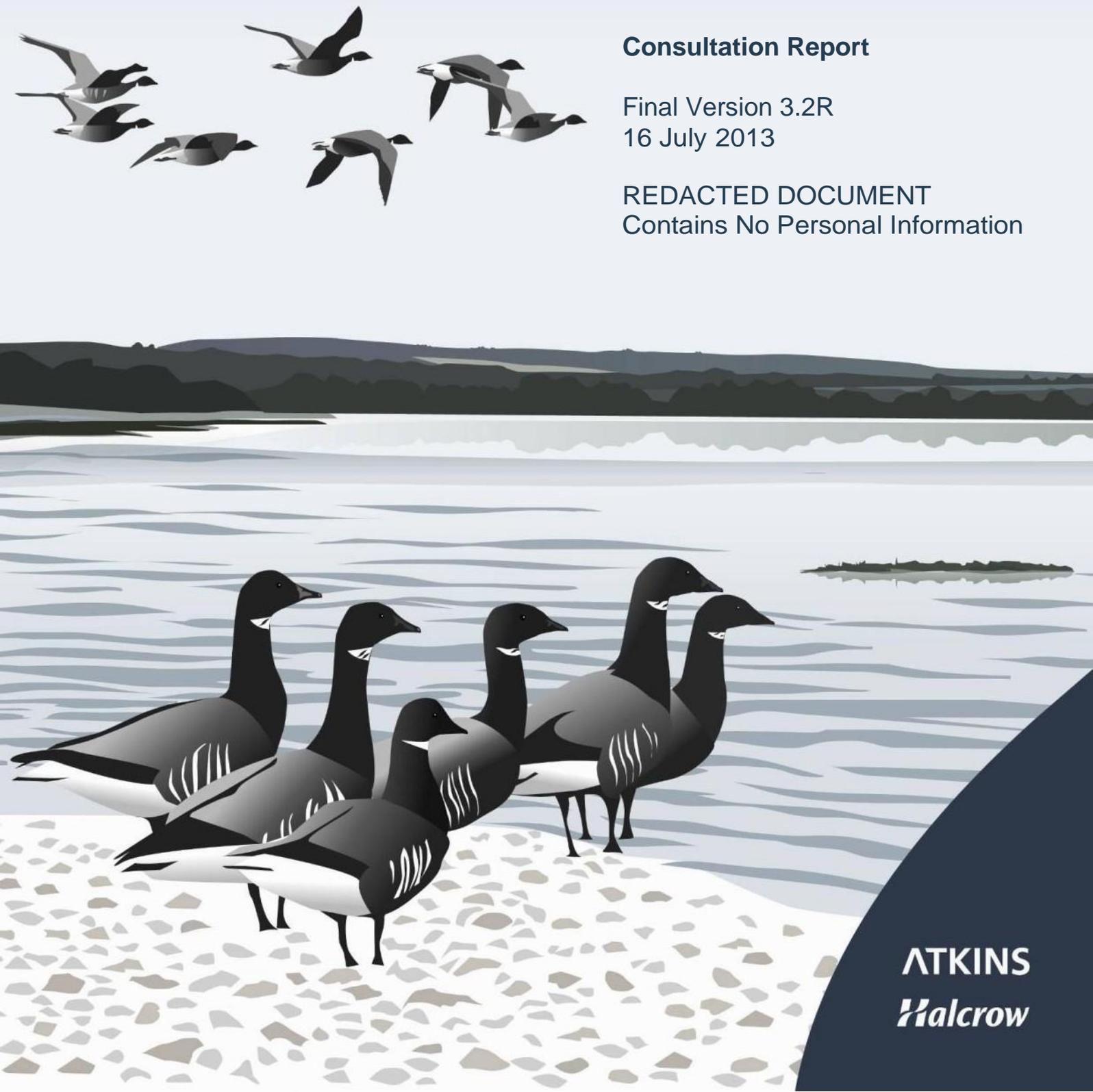


Poole Bay, Poole Harbour & Wareham Flood and Coastal Erosion Risk Management Strategy

Consultation Report

Final Version 3.2R
16 July 2013

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Consultation Report

May 2013

Notice

This document and its contents have been prepared and are intended solely for Environment Agency's information and use in relation to *the Poole Bay, Poole Harbour and Wareham Flood and Coastal Risk Management Strategy* (the Poole and Wareham Strategy).

Atkins and Halcrow assume no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

Document History

JOB NUMBER:			DOCUMENT REF:			
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date
V1	Draft Consultation Report	RJH				02 Apr 13
V2	Detailed responses added	RJH				15 Apr 13
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Note:

This document has been redacted to remove reference to personal information.

The names of organisations can be viewed, but not the names of the individual employees/officers who have responded.

The names of elected members can be seen where they have responded in this capacity.

Summary

The draft Poole and Wareham Strategy recommends how we should manage flood and coastal erosion risks. It identifies appropriate measures to deliver agreed policies. The Strategy area comprises the whole of Poole Harbour and Wareham, and the coastlines of Poole Bay, Studland Bay, Swanage Bay and Durlston Bay including Bournemouth and Swanage. This Strategy needs to be sustainable in the future and therefore considers the next 100 years.

The recommendations have been developed under the stewardship of a Steering Group which includes the Local Authorities, Port Authority and environmental groups, representing the diverse interests that need to be taken into consideration. Getting this far has involved technical and environmental assessment and liaison with many organisations and individuals. Before the draft Strategy is recommended for adoption by the authorities who will deliver it, and approval at a national level which will secure funding, we have widely sought views on our findings and recommendations. In particular, a period of open consultation was held between 18 February and 1 April 2013.

Views were sought during the consultation period through media that included a prepared questionnaire, email and an online e-consult site. Expert advice was available at four drop-in exhibitions held in Poole (two events), Swanage and Wareham.

In total 41 responses were received and three requests for information. These included 35 completed questionnaires.

Over half (55%) of all responses relate to Lytchett Bay. This area is adjacent to the communities of Lytchett Minster and Upton, to the west of Poole. Virtually all these comments raise concern about the risk of flooding to Lytchett Minster village and roads. Whilst existing flooding issues are acknowledged to be related to surface water (rainfall) drainage problems, there is concern that this risk will become increasingly unacceptable unless action is taken. The recommendation within the draft Strategy to investigate surface water related problems is not considered sufficient by consultees. None of the responses relating to Lytchett Bay support the recommendation for this coastal frontage, amounting to 96% of the negative support.

Elsewhere, across the other 15 units comprising the strategy area, interest was generally evenly distributed, and supportive of the draft Strategy recommendations. Concerns (not amounting to withdrawal of support) include:

- The need to continue working together
- Doubts about the pace of predicted changes due to climate change
- The need to preserve amenity and other interests that are important locally
- Concern about the adequacy of compensatory habitat measures
- A more strategic approach is required to the overall management of risk issues.
- Possible consequences of sediment changes on the environment and navigation in the harbour
- Requests for clarification to policy unit definitions

The Environment Agency and its partners in the Strategy have considered all the responses and the need for amendment to the draft Strategy. The Strategy Steering Group has concluded that:

- there is general public support for the draft Strategy, with the notable exception of Lytchett Bay;
- minor clarification and amendment to the Strategy reports are needed to address points raised during the consultation, but these do not affect the overall findings and recommendations;
- although the flooding concerns around Lytchett Bay are not directly related to coastal risks, the recommendations here should be revised to reflect the strength of concern in this area;
- with these changes the draft Strategy should be submitted for adoption/approval.

Background to the Draft Strategy

In the past, most flood and coastal defence work has been reactive, often in response to a major flood or storm. A Strategy plans ahead so that we can anticipate risks before they occur. We need to do this, more now than ever before, because of the impacts of climate change including higher sea levels which will increase the risks of flooding and coastal erosion. It is also important to plan ahead for both the national and local investment that will be needed to fund new work.

This is an area where many people live, work and play. It is also a home to highly significant natural features and wildlife; much of Poole Harbour has international, European and national designations for its natural habitats and wildlife. We need to have regard to all these interests and ensure that we protect what is most valued. Some things may have to change but we can still try to make these changes positive ones.

The shoreline management policies that we are following are set out in the Poole and Christchurch Bay Shoreline Management Plan (SMP), otherwise known as the Two Bays SMP, which was finalised in August 2011. This plan concluded that we should continue to defend most of the developed coastline, although we might need to move or alter some defences. It also recognises the uncertainty about how some areas, in particular around the harbour entrance, will evolve. The Strategy is needed to enable these policies to be developed and then delivered.

This Strategy is being developed by the Environment Agency in partnership with other organisations which share coastal interests in the area. These include the local authorities of Poole, Bournemouth and Purbeck. Poole Harbour Commissioners, Natural England, English Heritage, the National Trust and the RSPB are also closely involved. However participation in the development of the Strategy is not limited to these organisations and contributions have been welcomed from any organisation or individual with an interest. This approach has been taken to ensure that the Strategy is widely understood and jointly supported.

The Strategy area comprises the whole of Poole Harbour and Wareham, and the coastlines of Poole Bay, Studland Bay, Swanage Bay and Durlston Bay including Bournemouth and Swanage.

The Strategy needs to be sustainable in the future and therefore covers the next 100 years. We cannot be certain about future changes and so the Strategy will be reviewed as new information becomes available. The greatest focus is therefore placed on actions needed by 2030.

Stages leading to the draft Strategy have comprised:

- Collection of baseline information and analysis, including descriptions of the strategy area, its historical development, the physical processes that are shaping it, flood and coastal defences and risks, and an economic valuation of what is at risk.
- Consideration of high level options to manage the risks.
- Evaluation of specific measures that will be needed.
- Assessment of the environmental impacts of the Strategy, in particular to ensure that the special interests are protected.

These stages drew to a conclusion around the end of 2012, when the Steering Group was able to make its recommendations for the draft Strategy. The following period of public consultation has been important both to establish the level of support and the need, if any, for revision before the Strategy is presented for adoption and approval (for funding).

Consultation for the Draft Strategy

The period of public consultation was the final step in a process of consultation that has continued throughout the development of the draft Strategy.

Public exhibitions were held in Poole and Wareham to launch the Strategy in March 2011. The aim of these was to raise awareness and seek views on what information and interests should be taken into account. Details of individuals and organisations with an interest were noted so that they could be kept informed.

The Steering Group representing the main elected and other statutory interests has met regularly to consider each stage of development. Individual meetings have been held with members of the Steering Group, as necessary.

As the findings and direction of the draft Strategy emerged, wider engagement with elected representatives and independent coastal experts has been undertaken. Meetings were held on 31 May 2012 and 15 January 2013 to inform stakeholders of progress and to seek their views. Information, including fact sheets, has also been forwarded to other registered interests and made available on the Environment Agency website: www.environment-agency.gov.uk/poole/wareham

The 'Living with a Changing Coast' (LiCCo) project is running alongside the Strategy. This European funded project is helping coastal communities understand, prepare for and adapt to future changes to the coastline. The LiCCo project is working with parish councils, schools and other community groups to raise awareness and to help liaison between communities and managing authorities. In Poole Harbour, the project is hosted by the Environment Agency with particular support from the National Trust and the Dorset Coast Forum. LiCCo officers have attended several public meetings where development of the Strategy has been discussed. The project will continue until September 2014.

The period of public consultation ran from 18 February to 1 April 2013. Individuals and organisations with an interest in the draft Strategy were informed, where details were known. The consultation was also advertised in local newspapers covering Poole, Wareham and Swanage, with particular reference to the environmental report. A press release was issued and information 'flyers' were widely distributed and placed in community areas.

The draft Strategy was summarised in a 32 page Consultation Document, available in electronic and paper form. This provided an overview of the Strategy and described what is at risk, our recommendations and other considerations for each of the 16 units that comprise the Strategy area. The document also provided details on how to find more information and how to submit views on the draft Strategy. These included an automated e-consultation site, which also provided access to the full technical reports, and a questionnaire. Copies of the Environmental Report were available to be viewed at Council, offices during the consultation period.

Four open 'drop-in' exhibitions were held as follows:

Thursday 28 February 1 – 5pm at the Dolphin Shopping Centre, Poole

Friday 1 March 1-6pm at All Saints Church Hall, Swanage

Friday 8 March 1 – 6pm at the Corn Exchange, Wareham

Tuesday 12 March 1 – 6pm at The Lighthouse, Poole

Presentation material could be viewed at these events and written information was available to read or take away. Technical experts were available to answer questions and explain the ways in which comments could be submitted.

In total, over 200 people attended the drop-in events. Parish Council meetings were attended at Corfe and Arne and a coastal change drop-in was held in North Swanage on the morning of 1 March attended by over 50 people.

Analysis of Consultation Responses

A total of 44 responses and other communications were noted, which comprised:-

Emails and letters	6
Questionnaires (paper or email)	25
e-consult questionnaire (online)	10
Requests for information	3

35 of the responses (85%) were through questionnaire and so these can be analysed and compared. Detailed concerns were expressed in 'free text' comments in the questionnaires and from the letters/emails received.

The Draft Strategy Consultation Document separately considered 16 units within the Strategy area. Consultees could indicate which area(s) they have a particular interest in or could express a general interest. The distribution of interest was as follows:

Unit:	Number	% of total Number
General	9	18
Poole Bay East	1	2
Poole Bay West	1	2
Luscombe Valley ¹	1	2
Lower Parkstone ¹	1	2
Central Poole	1	1
Hamworthy	0	0
Rockley	1	2
Lytchett Bay	27	55
Wareham Banks	1	2
Ridge	3	6
Poole Harbour South	1	2
Poole Harbour Islands	0	0
Studland Heath, Bay & Ballard Down	0	0
Swanage Bay	1	2
Durlston Bay	1	2
Total	49²	

It can be seen that more than half (55%) of responses relate to Lytchett Bay. Otherwise, interest is evenly distributed across the Strategy area, with some units attracting no particular interest.

It should, however, be noted that the number is relatively small compared to the number who attended the drop-in events and other meetings at which the draft Strategy was discussed, and very small compared with the population within the Strategy area.

The questionnaire asked, 'Do you support the Strategy recommendations for the area(s) you are interested in?' Of the 35 questionnaires the level of support for the Strategy recommendations relating to the area of interest was as follows:

	Area of interest	Do Not Support	Support	Don't Know / Didn't Complete
Lytchett Bay	27	27		
General /Other	8	1	4	3
Sub-Totals	35	28	4	3
Totals	35		35	

¹ Luscombe Valley and Lower Parkstone were combined in the Draft Strategy Consultation Document

² Note: the total number is greater than 44 because consultees could select more than one unit.

Comments and Concerns

Individual comments within consultation responses can be found in the Appendices to this report. In summary, general comments and concerns included:

- The need to continue working together
- Doubts about the pace of predicted changes due to climate change
- The need to preserve amenity and other interests that are important locally
- Concern about the adequacy of compensatory habitat measures
- A more strategic approach is required to the overall management of risk issues
- Possible consequences of sediment changes on the environment and navigation in the harbour
- Requests for clarification to policy unit definitions

However only one consultee whose expressed general concerns (unrelated to a particular geographical unit) does not support the draft Strategy recommendations.

As can be seen from the analysis, a significant number of consultees expressed concerns relating to the Lytchett Bay geographical unit. In particular these refer the risk of flooding to Lytchett Minster village and roads. Whilst the existing flooding issue is acknowledged to be related to surface water (rainfall) drainage problems, concern was expressed that this risk will become increasingly unacceptable unless action is taken. The recommendation within the draft Strategy to investigate surface water related problems was not considered sufficient.

None of the consultees, whose interest is in Lytchett Bay, support the recommendations in the draft Strategy relating to this area.

Responses to Comments and Concerns

'Commonly asked Questions and their Answers' were made available during the public consultation period. These were based on engagement with stakeholders during development of the draft Strategy. These can be found in the Appendices to this report.

Specific questions and requests for information have been answered through direct reply by the Environment Agency.

All the comments and concerns have been seen and considered by the Strategy Steering Group. Views have been sought from the technical experts and partners to the Strategy, where appropriate.

Revisions will be made where comments relate to the need for clarification or correction of information within the Strategy reports.

The Environment Agency has considered concerns from the Lytchett Minster area regarding the potential for flooding when high tide levels are combined with high river flows/heavy rainfall. The recommended action is to investigate these but, as the principal risk is not tidal, it is outside this Strategy.

Revisions to the Draft Strategy

There are no significant revisions to the draft Strategy following public consultation. A number of minor clarifications and corrections will be made to the Strategy reports, which do not affect the principal findings or recommendations.

What Happens Next?

The Strategy Steering Group, representing the main authorities with an operating or other significant interest, has considered responses to the public consultation and made any changes to the draft Strategy it considers necessary. A Strategy Appraisal Report (StAR) will consolidate the main findings from the draft Strategy reports, including the principal recommendations with any amendments.

The next step is to submit the StaR for formal adoption by the operating authorities. These comprise the local authorities and the Environment Agency which have the statutory powers to manage flood and coastal risks. These authorities will lead delivery of the individual actions that comprise the Strategy.

The StaR will then be submitted to the Environment Agency at a national level. National approval of the Strategy is necessary in order for individual schemes to be considered for central Government funding, since the Environment Agency distributes of this on behalf of the Department for Environment, Food and Rural Affairs (Defra).

Any statutory consents will need to be obtained before the Strategy is fully approved. These relate, in particular, to compliance with environmental legislation including the Strategic Environmental Assessment (SEA) and the Habitats Regulations.

There are no plans to revise the Environmental Report, based on responses received. Those that have an environmental aspect are summarised and considered in the Statement of Environmental Particulars.

Advertisement placed in the Swanage and Wareham Advertiser
and the Poole Advertiser

**ENVIRONMENT AGENCY
ANNOUNCEMENT OF CONSULTATION ON DRAFT PLAN
AND ITS ACCOMPANYING ENVIRONMENTAL REPORT
(SI 2004 1633 Regulation 13 2)
PREPARED FOLLOWING THE PRINCIPLES OF
THE ENVIRONMENTAL ASSESSMENT OF PLANS
AND PROGRAMMES REGULATIONS 20041**

**Poole and Wareham Flood and Coastal Erosion
Risk Management Strategy
THE ENVIRONMENTAL ASSESSMENT
REGULATIONS (SI 2004 1633)**

The Environment Agency gives notice that an Environmental Report and the above draft Plan (*relevant documents*) have been prepared and are available for consultation. The aim of the Strategy is to produce a long term and integrated approach to the management of flood and coastal erosion risk. The Strategy area extends from Hengistbury Head in the east to Durlston Head in the west. It includes Bournemouth, Poole, Swanage and Poole Harbour and the estuaries of the Frome and Piddle rivers up to their tidal limits. The landward extent of the Strategy is bounded by the 1 in 1000 year tidal floodplain.

The Environment Agency invites the public and consultees to express their opinion on the Strategy.

The relevant documents may be inspected (**inspection is free**) at the following address²:

Environment Agency, Rivers House, Sunrise Business Park, Higher Shaftesbury Road, Blandford Forum, DT11 8ST
between 9am and 4pm on weekdays from 18th February to 1st April 2013.

The documents are also available to view on the Environment Agency's e-consultation portal at:
<https://consult.environment-agency.gov.uk/portal/>

Further information is available from:
www.environment-agency.gov.uk/poole/wareham

Comments on the Strategy can be submitted via the e-consultation portal, by email to neilwatson@environment-agency.gov.uk or in writing to Neil Watson at the Environment Agency at the above address by 5pm on the 1st April 2013.

Public exhibitions for the Strategy will be held at the following locations:

Thursday 28 February 1-5pm, Dolphin Shopping Centre, Poole;
Friday 1 March 1-6pm, All Saints Church Hall, Swanage;
Friday 8 March 1-6pm, Corn Exchange, Wareham;
Tuesday 12 March 1-6pm, The Lighthouse, Poole.

¹The Plan does not fall within the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 1633) but has been prepared within the principles of the Regulations.

²Copies can also be viewed at:

Bournemouth Borough Council, Customer Services Centre, St Stephen's Road, Bournemouth, BH2 6EB;
Borough of Poole, Planning Reception, Civic Centre, Poole BH15 2RU;
Purbeck District Council, Council Offices, Westport House, Worgret Road, Wareham, BH20 4PP.



Poole and Wareham Flood & Coastal Erosion Risk Management Your views on the draft Strategy

1 Please indicate which sections you are interested in (tick all that apply):

- The whole Strategy area, or select from the following
- Poole Bay East, including Hengistbury Head and Bournemouth sea front
- Poole Bay West, including Branksome and Sandbanks
- Luscombe Valley and Lower Parkstone, Poole
- Central Poole
- Hamworthy, Poole
- Rockley, Poole
- Lytchett Bay
- Wareham Banks
- Ridge
- Poole Harbour South
- Poole Harbour Islands
- Studland Heath, Studland Bay and Ballard Down
- Swanage Bay
- Durlston Bay

2 Do you think that the draft Strategy deals adequately with the risks to:

- | | | | |
|---------------------------------|------------------------------|-----------------------------|-------------------------------------|
| People? | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Businesses? | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Amenities (eg beaches)? | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Road and rail transport? | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| The environment? | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |

If you think that we have missed something please explain what.

.....

.....

.....

3 We have tried to be thorough and clear. Do you think we have adequately considered all the important issues?

- Yes No Don't know

If you have ticked 'No' or 'Don't know' please explain why.

.....

.....

.....

4 Do you support the Strategy recommendations for the area(s) you are interested in?

- Yes No Don't know

If you ticked 'No' or 'Don't know' please explain why.

.....

.....

.....

5 Do you have any further comments on the Strategy that you would like to be considered?

.....
.....
.....

6 Do you have any comments on the Environmental Report?

.....
.....
.....

7 Would you like to be kept informed as the Strategy progresses?

Yes No

8 Would you like your response to be kept confidential? (Please tick one box)

Yes No

For inclusion on the printed version only (not e-consult):

Your Name

Address

.....

.....

Postcode

Email address

Throughout the consultation we will make all comments (apart from personal information) publicly available on the Environment Agency website. This includes comments received online, by email, post and by fax, unless you have specifically requested that your response be kept confidential. Only names of organisations that respond and not individuals will be published.

If you provide an email address, you will receive an acknowledgement of your response. After the consultation has closed a summary of the responses will be published on the Environment Agency website. We will let you know when this is available.

Under the Freedom of Information Act 2000, we may be required to publish your response to this consultation, but will not include any personal information. If you have requested your response be kept confidential, we may still be required to provide a summary.

You can find an automated e-consultation <https://consult.environment-agency.gov.uk/portal/>

This questionnaire is also on our website www.environment-agency.gov.uk/poole/wareham

Please hand in your completed copy of this questionnaire or you can post it, or send your comments to:

Poole and Wareham Strategy
Neil Watson,
Environment Agency,
Rivers House,
Sunrise Business Park,
Blandford,
Dorset, DT11 8ST

Please ensure that we receive your comments by 5pm on 1 April 2013

Commonly asked Questions and their Answers

The Poole and Wareham Flood & Coastal Erosion Risk Management (FCRM) Strategy has reached its public consultation stage. The draft Strategy sets out how the risks associated with tidal flooding and erosion should be managed in response to the predicted effects of sea level rise.

The Strategy is being developed by the Environment Agency in partnership with other organisations which share coastal interests in the area. These include the local authorities of Poole, Bournemouth and Purbeck, Poole Harbour Commissioners, Natural England, English Heritage, the RSPB, National Trust and Dorset County Council.

The Strategy has been developed in three stages:

- First stage: Baseline Information - used to re-assess the Shoreline Management Plan (SMP) policies before proceeding;
- Second stage: High-level Options – considering what options are available to manage the risks, taking account of cost and sustainability;
- Third stage: Alignments and Types – where the best options are evaluated in more detail with the greatest focus being on which new, improved or repositioned defences are needed in particular locations in the short-term. Any significant environmental effects resulting from the Strategy are considered in the Environmental Report.

Below are some of the questions asked of strategies like ours. We have developed a series of on-line fact sheets which you might also find of use.

These can be found online at www.environment-agency.gov.uk/poole/wareham

Climate Change

Q The Strategy is based on projected climate change. What evidence is there that this is actually happening and, in particular, that sea levels are rising?

A The average UK mean temperature has been increasing by around 0.25 °C every 10 years. This trend in warming across the UK is consistent with that observed globally over land. The UK annual average rainfall has increased by around 2% every 10 years. Sea level rise lags behind temperature rise. There is high confidence that the rate of global sea-level rise has accelerated between mid-19th century and mid-20th century, and is now about 3mm per year. Local sea level rise has been measured at about 1.5mm per year.

Q We cannot know what the climate and sea levels will be in 100 years' time. What is the point in looking so far ahead?

A It is better to start to plan using the best available information than to wait for an event to happen and then require an emergency response. Public planning and investment need to be justified over a long period of time.

Q How confident can we be with our options if Sea Level Rise predictions have changed recently? What if these change again?

A UK climate projections are under constant review as new information and scientific methods become available. We also cannot know, for example, what future greenhouse gas emissions will be. However, because clear trends are developing, future changes are more likely to be about when forecast events will occur, rather than whether they will occur. We deal with this uncertainty by planning for the long term but taking actions only when we are confident that they are necessary. The Strategy therefore focuses on work that will be needed by 2030.

Coastal Erosion and Landslips

Q There have been a lot of coastal landslips recently. Are these related to coastal erosion?

A There has recently been a significant increase in the number of landslips (landslides), both inland and on the coast, related to the extreme rainfall that we have experienced. This increases loading on the slope and reduces soil strength, leading to slope instability. Coastal erosion can undermine the foundation of cliffs, and is a long-term concern, but has not been a particular factor in recent months.

Q Who is responsible for managing the risks of coastal erosion and landslips?

A Maritime local (district and unitary) authorities are coastal operating authorities with discretionary powers to protect the coast from coastal erosion. Where erosion and land instability are not directly connected (i.e. where promenades, sea walls or roads keep the sea away from the base of the cliff), the landowner of the slope will take prime responsibility for its stability. As local planning authorities, councils also aim to prevent unacceptable levels of land instability arising through development control.

Q How can my property be at risk from erosion when the cliffs have not changed in years?

A The assessment known as National Coastal Erosion Risk Mapping was completed by the Environment Agency in 2011 using airborne laser survey data and predictive erosion rates based on local geology. The erosion potential has been used to project forward losses should coastal defences not be kept in good order. This assessment of damage is used to justify any investment to prevent coastal erosion.

Q The maps don't show much erosion for the first 20 years so why are you recommending work before then along the Poole and Bournemouth frontages? Why not wait?

A The groynes help to retain a healthy beach and the beach protects the land behind from erosion. If we do not maintain, repair and replace the groynes, it will take time for them to deteriorate but erosion would then be up to 1 metre per year.

Coastal Flood Risk

Q You describe the flood risk as 1 in 20 (5%). What does this mean?

A This means that, on average, there is a 1 in 20 (5%) chance of a flood occurring in any one year. We cannot know when these will occur and more than one such flood can occur in a single year.

Q What level of risk is reasonable?

A People must decide for themselves what is reasonable in their circumstances since there is no 'right' to protection against flooding or coastal erosion. Generally, new development at the coast is planned to have a flood risk less than 1 in 200 (0.5%) but there are many existing developments, particularly in low-density rural communities, with a higher level of risk.

Q How have you arrived at the numbers of properties at risk and why is this important?

A The numbers have been established through modelling the physical processes that create the risk. These include such processes as the movement of extreme tidal levels within the Bay and Harbour, the transport of sediment (mud and sand) which results in erosion and deposition, and the joint probability of wave-tidal and fluvial-tidal dependencies. Sea level rise has been considered in accordance with UK climate projections. The likelihood of wave overtopping of existing flood defences, leading to flooding, has also been taken into account. Ground levels have been established using aerial survey techniques that measure general ground levels. Individual property floor levels may differ from these. It is important to understand that the modelling is undertaken at a strategic level; its purpose is to establish the overall levels of risk rather than the risk to individual properties. This is important as it indicates the level of risk for a particular community and hence informs investment decisions.

Q The Strategy maps do not show clearly which properties are at risk. Is there a list or are there clearer maps?

A The maps indicate the approximate extents of flooding and coastal erosion necessary to develop the Strategy (see above). The risk for a particular property would need to be validated locally, including establishment of such factors as actual floor levels. Further information will be established at the detailed design stage of any proposed scheme.

Fluvial Flood Risk

Q What about the risk of flooding from the rivers and drains?

A The Strategy concentrates on tidal flood risk and coastal erosion but properties may also be at risk of flooding from drainage systems, rivers, or a combination of factors. The Strategy recommends further studies where there is known to be a combined problem (e.g. tide lock) affecting drainage. Such issues will need to be addressed at the detailed design stage of any scheme that will be promoted.

Q Would cutting the weed in the river and dredging the channels reduce flood risk?

A Historically, maintenance would have been carried out to these channels to improve land drainage, this would have benefitted the adjacent agricultural land as a part of post war food production, but would have not provided protection to people and properties. At that time we could use those land drainage benefits to justify the maintenance costs. However, this practice stopped to allow our funding to be focused on protecting people and properties.

Environmental Considerations

Q Why do you need to flood land to create habitat for birds?

A Poole Harbour is of international importance for nature conservation and much of it is designated as a Special Protection Area for birds. Inter-tidal areas such as saltmarsh and mudflats, which can now be seen at low tide, will be under water for more of the time as sea levels rise. These habitats are prevented from moving further up the shore by the presence of a hard coastal defence, and are lost. This process is called 'coastal squeeze'. We need to maintain defences that protect communities and so must create new habitat elsewhere in order to preserve the overall integrity of the protected site. We have identified some agricultural areas with tidal embankments that are unsustainable and could be realigned (set back) with landowner agreement to create new inter-tidal habitat.

Q Will creating new habitat increase the risk of flooding for people?

A No. The tidal embankments around areas that are being considered for habitat creation do not protect residential properties. Any project involving 'managed realignment' includes the assessment of the need for new defences and safeguards against any adverse flood risk impacts to existing property.

Q If you allow salt water onto the land what happens to the freshwater environment?

A The habitat will gradually change, as the frequency and duration of saltwater flooding increases, to maintain the overall value of inter-tidal habitat in Poole Harbour. Official designated freshwater sites that could be affected by realignment will need to be protected or re-created elsewhere. This will be addressed by the Strategy as part of the environmental impact assessment.

Q How have navigation, recreation and other important interests been taken into account?

A These interests are recognised as important, although not directly related to the provision of coastal defences. We aim to work with interested parties to reach an agreed plan.

Poole and Wareham Strategy
Individual Public Consultation Feedback/Comments

01 **02/04 Marine Management Organisation**

from pdf by email:

Dear Sir / Madam,

Re: Consultation on Bournemouth, Poole, Wareham and Swanage Flood and Coastal Erosion Risk Management Strategy

Thank you for inviting the Marine Management Organisation (MMO) to comment on the above consultation. The MMO has reviewed the consultation document and would like to draw attention to some areas of our work.

The South coast of England has been selected as the second area in the UK for marine planning. The South Inshore area includes a coastline that stretches from Folkestone to the River Dart in Devon. The South Offshore plan area extends to 200 nautical miles offshore or to the median line

Marine planning is a new system to help manage the huge demands on space in and around our seas. Plans will inform and guide marine users and regulators across England, managing the sustainable development of marine industries alongside the need to conserve and protect marine species, habitats and leisure uses too.

As part of the marine planning process, the MMO is required to take account of all existing plans, including Shoreline Management Plans (SMP), as stated in the Marine Policy Statement (2011). As we progress with marine planning, we will undertake analysis of SMPs and share this information with you for feedback.

We also have an online marine planning portal (<http://planningportal.marinemanagement.org.uk>) where you can view and comment on data we are using in the decision-making process. For the East Marine Plan areas, we worked with the Environment Agency to map each management policy for each frontage within each of the 6 SMPs covering the plan areas. We would like to do the same for the SMPs covering the South marine plan areas to illustrate our consideration of SMPs in the South plan areas in marine planning and our joined up working where management plans overlap.

The MMO is also responsible for issuing marine licences under the Marine and Coastal Access Act 2009. A marine licence may be needed for activities involving a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. Any works may also require consideration under The Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) and early consultation with the MMO is advised. We would suggest that reference to this be made within planning documents to ensure that necessary regulatory requirements are covered. We would encourage applicants to engage early with the MMO to ensure that the consenting process is as efficient as possible.

If you have any questions or need any further information please just let me know. More information on the role of the MMO can be found on our website www.marinemanagement.org.uk. □

02 27/03 Dorset Area of Outstanding Natural Beauty (AONB) Partnership

from pdf by email:

Dear Neil,

RE: Poole and Wareham Flood and Coastal Risk Management Strategy

Thank you for giving the Dorset AONB team an opportunity to comment on the above strategy.

Context

With regards the Strategy area, the Dorset AONB covers the coastline and the majority of Poole Harbour between Durlston Head and Holton Point, including Brownsea Island. The primary purpose of the AONB designation is to conserve and enhance natural beauty and Section 85 of the Countryside and Rights of Way Act 2000 places a statutory duty on all relevant authorities, such as The Environment Agency, to have regard to the purpose of conserving and enhancing natural beauty when discharging any function affecting land in AONBs.

Much of this area is also designated Heritage Coast. Heritage Coasts are a material consideration in planning terms and are defined with the aim of protecting their special qualities from development and other pressures. Their statutory protection is delivered through the AONB designation where they overlap.

The coastline between Durlston Head and Peveril Point, and Swanage and Studland, is also within the "Jurassic Coast" World Heritage Site (WHS). The AONB designation also provides the statutory landscape protection for the setting and presentation of the WHS.

Dorset AONB Policy

AONB policy seeks to protect the special qualities of the designation and its setting. In Dorset the special qualities of the coast include its exceptional undeveloped, tranquil and remote character with sweeping uninterrupted views. Its dynamic nature, sequential rock formations, unique coastal features, and unusually rich range of habitats and associated species are outstanding.

With regards coastal management, the Dorset AONB Management Plan has the following objectives:

Objective CS1: Conserve and enhance the coast and marine environment of the AONB through integrated management that recognises the links between land and sea.

Objective CS2: Support the natural evolution of the coast, allowing natural coastal processes to operate where possible.

Objective CS3: Maintain and enhance the open and undeveloped nature of the AONB's coastal landscapes and seascapes.

Consultation response

As the Environment Agency is a member of the Dorset AONB Partnership, this consultation response is made by the Dorset AONB Team in an advisory capacity. The Dorset AONB Team has no objections to the management recommendations outlined in the Poole and Wareham flood and coastal erosion risk management strategy. However, we do have some comments on specific elements within the plan, and these are listed below, under the management units listed in the plan.

Pool Bay East

Pool Bay West

No comment

Luscombe Valley and Lower Parkstone

Central Poole

Hamworthy

Lytchett Bay

The Dorset AONB has no objections to the outline management recommendations. However, though the proposals fall outside the Dorset AONB, when detailed design work takes place, their impact on the special qualities of the designation and its setting should be considered, as detailed in Section 85 of the Countryside and Rights of Way Act 2000. As such, management options should follow Dorset AONB development policy;

- Ensure that any necessary development affecting the AONB is sensitively located and sympathetic in style, scale and materials to local character
- Protect the AONB's panoramic views, tranquillity and remoteness
- Promote the use of high quality design, materials and standards of workmanship in all developments in the AONB
- Promote sustainable construction and the consideration of climate change mitigation and adaptation in all development and infrastructure management in the AONB
- Protect the AONB from inappropriate development
- Protect the quality of uninterrupted panoramic views into, within and out of the AONB

Rockley

The Dorset AONB supports the 'No Active Intervention' management recommendation as this aligns with the Dorset AONB Management Plan Objectives.

Wareham Banks

Ridge

This management unit lies within the Dorset AONB, and as such and Section 85 of the Countryside and Rights of Way Act 2000 places a statutory duty on all relevant authorities, such as The Environment Agency, to have regard to the purpose of conserving and enhancing natural beauty when discharging any function affecting land in AONBs. The Dorset AONB does not object to the 'Minimum Maintenance' management recommendation.

Poole Harbour South

Poole Harbour Islands

This management unit lies within the Dorset AONB, and as such and Section 85 of the Countryside and Rights of Way Act 2000 places a statutory duty on all relevant authorities, such as The Environment Agency, to have regard to the purpose of conserving and enhancing natural beauty when discharging any function affecting land in AONBs.

The Dorset AONB supports the 'No Active Intervention' management recommendation as this aligns with the Dorset AONB Management Plan Objectives.

Studland and Ballard Down

This management unit lies within the Dorset AONB, and as such and Section 85 of the Countryside and Rights of Way Act 2000 places a statutory duty on all relevant authorities, such as The Environment Agency, to have regard to the purpose of conserving and enhancing natural beauty when discharging any function affecting land in AONBs.

The Dorset AONB designation provides the statutory landscape protection for the setting and presentation of the World Heritage Site.

The Dorset AONB supports the 'No Active Intervention' management recommendation as this aligns with the Dorset AONB Management Plan Objectives.

Swanage Bay

This management unit lies within the Dorset AONB, and as such and Section 85 of the Countryside and Rights of Way Act 2000 places a statutory duty on all relevant authorities, such as The Environment Agency, to have regard to the purpose of conserving and enhancing natural beauty when discharging any function affecting land in AONBs.

The Dorset AONB designation provides the statutory landscape protection for the setting and presentation of the World Heritage Site.

The Dorset AONB does not object to the 'Sustain' management recommendation. However, detailed management design should follow Dorset AONB development policy;

- Ensure that any necessary development affecting the AONB is sensitively located and sympathetic in style, scale and materials to local character
- Protect the AONB's panoramic views, tranquillity and remoteness
- Promote the use of high quality design, materials and standards of workmanship in all developments in the AONB
- Promote sustainable construction and the consideration of climate change mitigation and adaptation in all development and infrastructure management in the AONB
- Protect the AONB from inappropriate development
- Protect the quality of uninterrupted panoramic views into, within and out of the AONB.

Durlston Bay

This management unit lies within the Dorset AONB, and as such and Section 85 of the Countryside and Rights of Way Act 2000 places a statutory duty on all relevant authorities, such as The Environment Agency, to have regard to the purpose of conserving and enhancing natural beauty when discharging any function affecting land in AONBs.

The Dorset AONB designation provides the statutory landscape protection for the setting and presentation of the World Heritage Site.

The Dorset AONB supports the 'No Active Intervention' management recommendation as this aligns with the Dorset AONB Management Plan Objectives. However, it is noted that active cliff stabilisation is mentioned in the summary table, but not in the unit description.

Any engineering work should follow the Dorset AONB development policy, outlined elsewhere in this document.

Summary

Overall the Dorset AONB team supports the approach for 'No Active Intervention'. For proposals of 'Minimum Maintenance', 'Sustain' and 'Managed Realignment', activities should be carried out in a fashion consistent with the Environment Agency's statutory Duty of Regard for the purpose of the AONB Designation (CROW Act S85). Finer detail should be consistent with Dorset AONB Management Plan Policy, with the overall aim to conserve and enhance natural beauty. □

03 29/03 Ridge Wharf Yacht Centre

My knowledge is based on 35 years of being involved with Ridge Wharf Yacht Centre, experience of the history of flooding over Ridge Wharf territory, and a general knowledge of the Frome river banks particularly between Ridge Wharf , upstream towards Redclyffe Yacht Club, and downstream towards Poole Harbour. I would be grateful if the following thoughts would be included in any consultation.

Whilst understanding that a strategic study has to have a datum from which to start a predictive process, the general assumption that sea water is rising at a rate of 1.5mm per year can not necessarily be applied on a national scale. The particular reference to recent measured rise in sea level in the upper reaches of Poole Harbour and the river Frome is not reflected in what is actually happening. 1.5mm over 15 years (for the sake of argument) is likely to have been noticed by river users, and specifically by Ridge Wharf. Flooding over Ridge Wharfs banks, hard standing and slipway has occurred at irregular intervals throughout my association with the territory, and under broadly similar conditions i.e. high Spring tide coinciding with significant stormy weather introducing heavy fluvial rainwater, and wind surge eastwards up the English Channel. With high pressure weather systems the reverse occurs. Other than under these conditions the river water does not overtop the banks. Historically when the flood occurs it is generally for a period of 2 hours around the top of the first spring tide, on one day.

The predicted maximum spring high water heights have not altered in Poole Harbour, certainly since 1986. The frequency of flooding at Ridge Wharf has not increased and although I have no data my belief is that flooding occurs slightly less frequently than in the 1970s and 80s. This impression possibly results from dredging operations in Poole Harbour, or the cyclical tidal variation. It is known that there is no allowance in tidal predictions for sea level rise or fall for any reason other than astronomical.

The southern Frome river bank downstream from Ridge Wharf has a reasonably uniform height of approximately 1 metre above the highest predicted spring tide, assessed recently in benign weather conditions. The prediction that the banks will overtop frequently by 2030, even with the unlikely possibility that the sea water will rise by 1.5mm per year, is considered highly unlikely without the presence of low pressure weather.

To alleviate the potential flood risk adjacent to the river Frome I consider the Environment Agencys option to allow free flow of tidal water over the water meadows to the South of the river, thereby creating greater inter tidal habitat, to be the logical proposal. Controlled breaching of the banks through a sluice structure would surely have beneficial effects on the long term sustainability of the river banks over the whole tidal river, potentially towards the next century. It is understood that the location of the realigned defences would be determined in consultation with local landowners. The current lack of evidence suggests little urgency to act upon this proposal from the tidal viewpoint, although reducing the water in the lower reaches of the river would presumably ease the flood plain drainage to the West, a problem that has existed since considerably before global warming became a fashionable discussion. □


Ridge Wharf Yacht Centre

04 02/04 Arne Parish Council
Ray Scragg and Michael Frenchman, Arne Parish Councillors

Response to Draft Strategy Consultation Document 2013

From Arne Parish Council

The 'Draft Strategy Consultation Document' February 2013 summary covers all the Poole coastal areas and Wareham and is meant for general distribution. Our concern is with the Rivers Frome/Piddle and Wareham Channel approaches.

The baseline report creates a certain amount of confusion due to the complexity of much of the collected data. It is also heavily weighted towards creating more intertidal wildlife habitat in the Wareham approaches to compensate for coastal squeeze rather than safeguarding the interests of residents.

1. For the southern bank of the Frome around Ridge it recommends the creation of 44-110ha of inter-tidal habitat at Arne Moors by re-aligning embankments.
2. While summarising proposals for Ridge on one page it creates alarm by mentioning flood threats to some 15-30 unnamed properties while not actually specifying flood prevention solutions. Why *not*?
3. By relegating navigation and recreation uses to 'Other Considerations', without further expansion it implies that navigation and recreational interests are not important to local residents..... (although) "*we aim to work with interested parties to reach an agreed plan..*"
Navigational, economic and amenity considerations must be a key part of the strategy, not just an aside to the resettlement of natural habitats.

The 'Options Assessment Report' February 2013 is a far more useful document and for Ridge describes three options.....

Option 5a Partial Managed Realignment – Moor Estuary (Unit 13) (See yellow section right)
"This option comprises managed realignment of the 1.5km of existing tidal banks to create a 44ha area of inter-tidal habitat. This by the construction of a 2.1km flood embankment in the short term set back approximately 300m landward of the existing defences and approximately 1.5 m high. If option 5a on its own, then this would be combined with Do Minimum for the remaining tidal river embankments (Redclyffe, Ridge and the Moors River)".

Option 5b: Full Managed Realignment – Moors Estuary (Unit 13) (See blue + yellow section right)
"This option comprises management of 3km of existing tidal banks along the estuary frontages to create about 110ha area of inter-tidal habitat. This comprises a new 2.5km flood embankment along the boundary of the SAC (Special Area of Conservation) east and south boundary to protect Arne Road. A further 1.1km flood embankment would be constructed from Arne Road to Ridge Wharf to control flooding to properties at Ridge and maintain access to Ridge Wharf. These embankments would be 1.5m high raised do a further 0.4m in the longer term. (year 50). If option 5b on its own, then this would be combined with Do Minimum for the remaining tidal river embankments (Redcliffe, Ridge and the Moors River)".

There was a further and rather alarming option.....

Option 5c: Full Managed Realignment – Redclyffe, Ridge, Moors River (Unit 13)
(See green + blue + yellow section right)

"This comprises managed re-alignment of all 7.6km of existing tidal banks to create 201ha of inter-tidal habitat with the realigned embankment skirting immediately North of Ridge and the inter-tidal area taking in the Redclyffe flood cell area between the B3075 causeway and Redclyffe Farm".

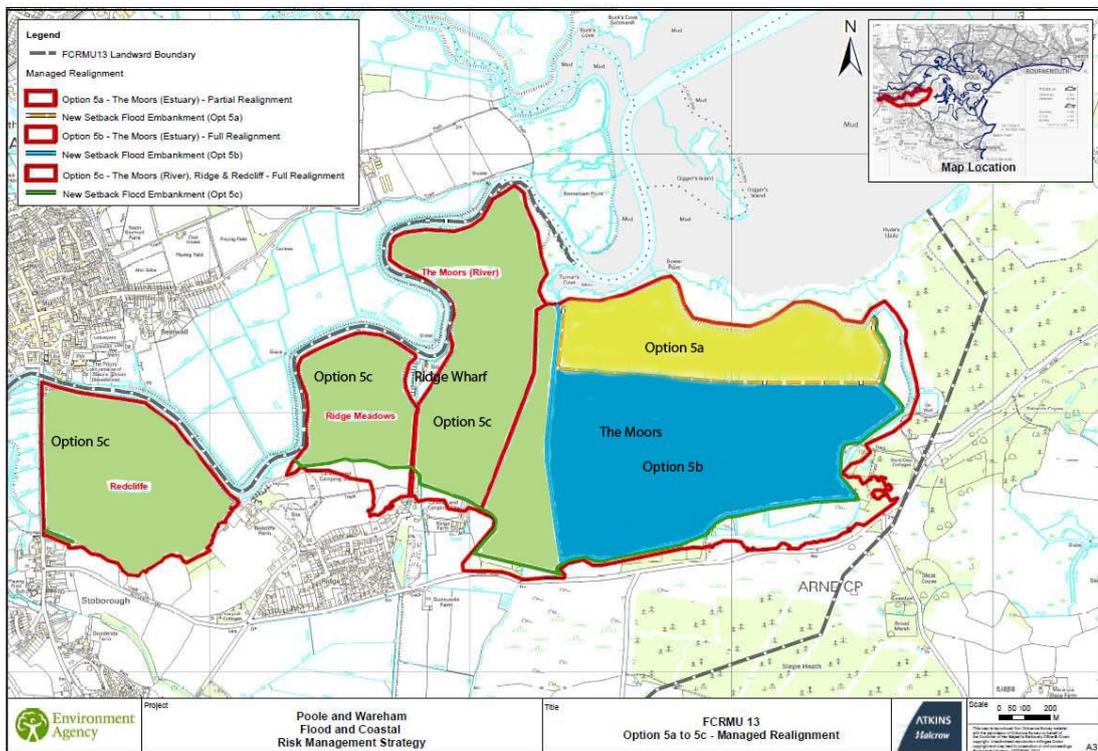
We are pleased to note that Option 5c wasn't recommended in the draft strategy. This would certainly change the whole nature of Ridge with the potential loss of the much-used footpath to

Poole & Wareham draft Strategy Consultation Report

Wareham and a risk to Redclyffe Yacht Club. There would also be the loss of the freshwater RAMSAR habitat and flood risks to Ridge Wharf Yacht Centre and the lower part of Ridge. This, together with possible loss of navigation, makes this option unthinkable. **It must be removed from further strategy documents.**

In conclusion, we support the phased introduction of options 5a and 5b as recommended in the 'Draft Strategy Consultation Document'. But we want more positive action to preserve amenity, navigation and opportunities for the local economy - we are keen to discuss these issues in due course. Property protection from flooding must be made much clearer with specific mention of flood prevention to the north of Stoborough (not mentioned in the documents) as well as Ridge. □

**Ray Scragg and Michael Frenchman
Arne Parish Councillors**



05 28/03 RSPB

From pdf by email

Dear Neil

**Managing flood and coastal erosion risk for Poole and Wareham
Draft Strategy Consultation Document February 2013
RSPB Comments**

Thank you for sending the RSPB a copy of *Managing flood and coastal erosion risk for Poole and Wareham Draft Strategy Consultation Document* (February 2013). We have the following general comments to make on the Draft Strategy, and attach at Annex 1 our comments on the associated *Managing flood and coastal erosion risk for Poole and Wareham Strategic Environmental Assessment Environmental Report* (February 2013) (*the Environment Report*), which in places help explain and add detail to our general comments below.

1. We welcome the Strategy's identification of compensatory habitat creation measures, to seek to avoid adverse effects on the Poole Harbour SPA and Ramsar site, the Dorset Heathlands SPA and Ramsar site, the Dorset Heaths SAC and the Dorset Heaths (Purbeck and Wareham) and Studland Dunes SAC. However, we are concerned that these may not be adequate in terms of delivery timetable, scale and nature, to enable conclusions to be made now that the coherence of the Natura 2000 Site (and Ramsar site) network is protected and that their deterioration will not be avoided.
2. It remains DEFRA's position that the Agency is responsible for addressing the totality of coastal squeeze losses to Natura 2000 sites. We therefore consider that the Strategy should address **all** predicted losses to the SPAs, Ramsar sites and SACs resulting from sea level rise. The Strategy is the logical and indeed in our view the **only** appropriate vehicle to identify all habitat losses to these sites, including those that are uncertain in the medium and long term and all 'natural' losses, alongside the most logical habitat creation opportunities that would be needed to avoid adverse effects on the protected sites, and their deterioration. In failing to do this, it risks failing to comply with Articles 6 (2) and 6(3) of the Habitats Directive¹.
3. The Strategy should in our view plan to compensate through replacement habitat creation for all losses of important habitats resulting from the Strategy, ie. all BAP habitat losses should be offset, in addition to SSSIs and NNRs.
4. Two primary locations are identified (for the short term) in which new intertidal habitats may be delivered: Lytchett Bay and Moors Estuary, and broad estimates are given for the areas of habitats that each of these sites could support. The RSPB supports the principle of habitat creation in these locations. Assessment is needed of the likely ecological function of the habitats created at these sites in relation to SPA and Ramsar site features and we will be pleased to work closely with the Agency and other partners in progressing this.
5. In addition to ecological value, there is some uncertainty about how secure the delivery of some of the selected compensation sites is, and therefore a question as to the extent to which they can be relied on to enable a conclusion that the coherence of Natura 2000 is protected. Again we would welcome further discussion.
6. Appendix C of the Environment Report is entitled HRA Screening Report. We have not been able to locate this document on the consultation website and we offer apologies if we have overlooked it. It is our view many of the proposals in the strategy are likely to have, or may have, a significant effect on the SPA. However to our knowledge no draft appropriate assessment, or information to inform one, has been provided at this stage and this in our view is a major omission. The appropriate assessment will need to provide information to inform the Strategy's anticipated

impacts on the qualifying features and conservation objectives of the affected sites. It will also need to fully assess the ecological value of these measures and the level of confidence that can be placed in their being delivered in a timely manner. Without sight of that assessment, it is not possible to give a view as to the value of the proposed compensation sites as compensatory measures, nor as to the ecological acceptability of the Strategy. We would be very grateful for sight of the draft appropriate assessment in advance of the final publication of the Strategy.

7. It does not appear to be recognised that Habitats Regulations² 62 *Considerations of overriding public interest* (including *there being no alternative solutions*) need to be satisfied in addition to Regulation 66 *Compensatory measures* in order for the Strategy to be adopted. The RSPB has not taken a view as to whether the Strategy satisfies Regulation 62.

8. We welcome the proposed approach to Monitoring, as set out in Chapter 13. This, in our view, offers some reassurance in relation to the uncertainties regarding delivery schedule, nature, quality and ecological function of compensatory habitat. In particular, the Potential Responses given in Table 13.2 in relation to inter-tidal habitats of *Review and if necessary revise suite of strategic options related to habitat compensation if observed changes indicate detrimental effects on qualifying features* and in relation to SPA bird populations of *Review and if necessary revise suite of strategic options related to habitat compensation if observed changes indicate detrimental effects on qualifying features* are helpful. However, the Habitats Regulations require avoidance of an adverse effect, rather than waiting for harm to occur before responding to it.

9. It is therefore necessary for monitoring to enable harm to be anticipated (eg. from monitored change starting to divert from anticipated change) and amendments/additions to the habitat creation programme to be adopted ahead of harm actually taking place. It is in our view necessary for those amendments/additions to be identified as explicit contingency measures, and for their triggers, to be established as part of the Strategy. Furthermore, should monitoring identify that the assumptions on which the Strategy is based, eg. predicted rate of sea level rise, do not reflect reality, it would in our view be necessary to review predicted rates of habitat loss and the habitat delivery programme, even if that review is not yet required by the Strategic Monitoring Plan.

I hope that you find these comments helpful. □

Yours sincerely

¹ Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora

² The Conservation of Habitats and Species Regulations 2010

06

[REDACTED]
Licco file note

07

29/03 [REDACTED]

Extracts from a completed questionnaire.
Does not support the Strategy wrt Lytchett Bay

Q3 *Lytchett Minster Village i.e. Dorchester Rd should be protected from future flooding'*

Q4 *'Proposals in draft strategy do not include any flood risk protection for Lytchett Minster Village.*

08 29/03 [REDACTED]

Extracts from a completed questionnaire.
Does not support the Strategy wrt Lytchett Bay

- Q2 *This strategy acknowledges the risk of flooding to the A35 and A351 and railway but does not address the adverse affect on Lytchett Minster which already floods with heavy rain. We have had flooding in the garden including sewage on 3 occasions.*
- Q3 *I am experiencing a flooded garden with heavy rain now and feel that protection for my village needs urgent attention.*
- Q4 *The proposals do not mention flood protection for Lytchett Minster Village.*
- Q5 *I don't think the strategy is far reaching enough.*
- Q6 *If allowing flooding of intertidal habitat is the only defence measure it will be inadequate as we are flooding now!*

09 29/03 [REDACTED]

Extracts from a completed questionnaire.
Does not support the Strategy wrt Lytchett Bay

- Q2 *The predicted 700 metre rise in sea level will create additional flooding in Lytchett Minster Village. I agree your suggestions for combined tidal/surface water flooding to be investigated I ask for flood water protection to be provided to prevent further flooding in Lytchett Minster Village.*
- Q3 *Lytchett Minster Village and Dorchetser Road should be protected from future flooding.*
- Q4 *The draft strategy does not include a flood risk protection for Lytchett Minster Village.*

10 29/03 Cllr. Paul Johns (see also 24)

Completed questionnaire.
Does not support the Strategy wrt Lytchett Bay

- Q2 *On page 20 of the strategy - the Lytchett Bay "What is at risk" statement says: "but land at risk is mainly undeveloped." That statement is incorrect, it should read "and properties, businesses, community facilities, the Dorchester Road, Old Watery Lane and the Bakers Arms roundabout in Lytchett Minster village will be at considerable additional risk of flooding.*

Re. the Recommendation - I support the statement - "It is also recommended that combined tidal / surface water flooding problems should be investigated." However I ask that that recommendation should be amended to read "It is also recommended that combined tidal/ surface water flooding problems should be investigated in order to determine the best flood protection scheme for the Lytchett Minster Village. A possible scheme could be to combine the village protection scheme with the necessary flood protection for the A35 and A351.

Notes:

I believe the predicted 200, 400 or 700mm sea level rises would prevent the drainage of storm water in the Lytchett Minster village to the sea and would increase flooding in the village and on the roads.

The existing water levels on the south side of the Upton By-Pass near to the Bakers Arms roundabout and in the Sherford River already prevent storm water draining from the village to the sea during periods when heavy rainfall coincide with high tides. This currently puts properties, businesses, community facilities at risk of flooding and causes severe flooding of roads.

The future reduced drainage would greatly increase the existing flooding problems in Lytchett Minster village and would put the following at serious risk of flooding in the future: numerous residential properties, the St Peter's Finger and Bakers Arms public houses; the former is immediately adjacent to the flood plain and has been flooded in the past, the latter is in the flood plain and is regularly flooded. The addition flooding risk would also apply to at least three other businesses on Dorchester Road, the United Reform Church, the church hall and the £1m Lytchett Minster Sports Community Trust facility.

The reduced drainage would also increase the flooding on Dorchester Road and Old Watery Lane so that these roads would be impassable for considerable lengths of time in almost any heavy rainfall conditions.

As a Purbeck District and Town councillor and Town Council flood warden my negotiations with Purbeck District and Dorset County Council officers have not been able to resolve the current Lytchett Minster flooding problems.

Q3 *The important Strategy requirements are stated above and one should take account of the following important issues:*

Lytchett Minster Village, the B3067 Dorchester Road, Old Watery Lane, the A35 and A351 all need protection from the flooding that would occur as stated above.

Note – the predictable extreme flooding of the Dorchester Road and Old Watery Lane would make these roads impassable for prolonged periods when there is any substantial rainfall. This would seriously disrupt the frequent use of this road by thousands of people passing to and from Upton, the Lytchett Minster Village and the 1400 pupil Lytchett Minster School. Note the schools catchment area has recently been extended to cover Sandford and other parts of Purbeck District. It would not be a viable alternative to divert those people via the Upton By-Pass and through Upton because Upton Cross is already very heavily congested at peak times.

Q4 *In addition it is questionable whether the creation of the proposed inter-tidal habitat to the north of the Sherford River, with the loss of the Sherford River embankments and especially with the 700mm rise in sea level, would increase the risk of flooding of residential properties, business, community facilities and roads in the Lytchett Minster village. With or without the embankments a flood protection scheme is essential.*

11 **05/03** [REDACTED]

Completed questionnaire. Supportive. No comments

12 **28/03** **The Crown Estate**
[REDACTED]

Email with completed questionnaire.

Q2 *Whilst we have answered 'yes' to the majority of risks, above, we believe that The Crown Estate could provide further information to enable a more strategic and cost effective approach to the management of the strategy area. The Crown Estate have responsibility for almost the entire seabed out to 12nm as well as rights out to the continental shelf, holdings of around 144,000 hectares (356,000 acres) of agricultural land and forests, together with minerals and residential and commercial property. This response is informed by The Crown Estate's extensive experience of managing activities within the coastal, rural and marine environments and, within its core remit, of balancing economic activity with stewardship of natural resources for future generations to use and enjoy.*

Whilst you are likely to be aware of The Crown Estate's role as landowner of stretches of foreshore within the strategy area consulted on, we would like to bring to your attention that, as part of management of the energy & infrastructure portfolio, we also manage the marine aggregates and minerals programme. Around 20 percent of sand and gravel used in England and Wales is supplied by the marine aggregates industry and is used for beach replenishment schemes. The Crown Estate issues commercial licenses to companies wishing to dredge for aggregate – this is only once they have satisfied the requirements of the government via the Marine Management Organisation (MMO) to obtain a Marine Licence. To enable us to become better managers of the estate, we are undertaking a process of better understanding our assets by identifying where there are offshore areas of aggregate resource. We believe that through this strategic assessment approach we could work in partnership with the key interested parties within this strategy area (in particular the Environment Agency) to provide a cost effective and sustainable sourcing and supply solution for any proposed beach nourishment.

- Q3 *Whilst it is evident that a detailed assessment of the options has been made for this strategy area, The Crown Estate would welcome the opportunity for further discussion with the Environment Agency on strategic management of the area through sustainably sourced and supplied beach nourishment material for the proposed areas. We believe a more holistic approach to the management of the area would not only ensure a long term strategy and further mitigate risk, but do so in a sustainable manner that would have social and economic benefits and as well as environmental through habitat creation.*
- Q4 *Yes welcome and acknowledge the important role that the Environment Agency and its partners play in managing the area against coastal erosion and flood risk; however also recognise that some of the recommendations may have been different if a strategic approach to beach nourishment were taken.*

13 20/03 Dorset C.C. [REDACTED]

Email and completed questionnaire.

Dear Neil,

Thank you for the opportunity to comment on the Poole and Wareham flood and coastal erosion risk strategy. I have circulated the document around Dorset County Council Officers responsible for spatial planning, minerals and waste, transport and flood management and the general feeling is that they are satisfied with the strategy as it stands. I have completed a questionnaire (attached) with a few minor comments.

...Questionnaire also received. Supportive, with following comments:

- Q2 *The rail link to Poole Port is an additional consideration for the Hamworthy, Poole area. This factors into the Poole Harbour Master Plan and is key to future development of the Port, they state 'The Commissioners, in line with Government policy, are committed to making increased use of the Port rail link in the future, and propose to safeguard this facility and any land necessary to bring the rail link back into operational use.' (Poole Harbour Commissioners Draft Master Plan).*
- Q5 *Where hard engineering options have been selected for erosion and flood defences every opportunity should be taken to design or upgrade schemes that work with the surrounding environment and provide opportunities for improved amenity value and potential economic development. We would expect to see quality play an important part in any engineered solution on landscape and amenity grounds.*

14 25/02 [REDACTED]

Questionnaire received. Supportive. No Comments

15 29/03 [REDACTED]

Completed questionnaire.

Does not support the Strategy wrt Lytchett Bay

Q3 *Not enough consideration to Lytchett Minster Area which in years to come will attract new housing.*

Q4 *Lytchett Minster is not being protected adequately the flood risk is not being addressed adequately*

Q5 *Proposal does not begin to cover adequately Lytchett Minster village or school (if Holland can manage with canals/dykes to keep the land under sea level why can't we)*

Q6 *The current surface water flooding in Lytchett Minster has got considerably worse in last few years, the reasons for and the solutions should be thoroughly investigated.*

16 ?? [REDACTED]
Hall & Woodhouse Ltd

Completed questionnaire.

Does not support the Strategy wrt Lytchett Bay

Q2 *The strategy does not acknowledge the existing flooding problems in the Lytchett Minster area, where our public house, the St Peters Finger, is located immediately adjacent to the flood plain and the property has been flooded in previously.*

We understand that recent investigations have shown that any rise in sea or river levels will reduce the ability of storm water to drain from Old Watery Lane, adjacent to our property, to the Sherford River and to the sea. Therefore if flood prevention arrangements are not made the flood risk to our property will increase, which may result in the public house being unsustainable in the future.

Q3 *Old Watery Lane currently floods regularly, six times in the last year. The Dorchester Road also floods as regularly and a flood relief scheme is urgently needed to prevent the increase in flooding in the area.*

17 29/03 [REDACTED]

Completed questionnaire.

Does not support the Strategy wrt Lytchett Bay

Q2 *The Lytchett Bay what is at risk final comment about the area to the west and south of the bay says 'but land at risk is mainly undeveloped'. That wording should be amended to read – 'the land at risk includes the Lytchett Minster Village where residential properties, two pubs, businesses amenity facilities and roads will be subject to considerable flooding. It is essential that some form of flood protection is provided to safeguard against the increased risk of flooding in the village.*

Q3 *The fact that the increased sea levels will inhibit the drainage of surface water from the village and the massive surrounding catchment area does not seem to have been considered. In addition I question the desirability of the proposed recommendation for the creation of inter-tidal habitat to the west of the bay (north of the Sherford River). This would allow the water level in tis area to rise in line with the sea level rise and is likely to have serious consequences for the village residents*

18

Completed questionnaire.
Does not support the Strategy wrt Lytchett Bay

Q3 *Risk of flooding to Lytchett Minster Village houses and roads, needs some sort of flood protection*

Q4 *The proposals in the draft strategy do not include any flood risk protection for Lytchett Minster*

19 28/03

Completed questionnaire
Not supportive re. Lytchett Minster flood protection.

Q2: *...I am concerned about the potential risk created to the village (and surrounding roads) of Lytchett Minster caused by inadequate drainage from the village into the bay area. This past year has seen significant amounts of water build up in Old Watery Lane and on Dorchester Road as it passes through the village. Rising water levels could well create significant risk to properties in the village as water attempting to drain away from the village becomes "blocked" by rising water levels in Lytchett Bay and the capacity of proposed wetland .*

Q5: *I am not entirely convinced that there has been a recognition of the flooding problems that already exist in the village/surrounding roads which will only be further worsened if adequate drainage from the village is not considered. The village not only contains desirable residential properties but also a church of historic interest, playing fields and clubhouse built with charitable funds, two public houses and large secondary school, not to mention a working farm and a number of small businesses. This is a close knit community whose existence may be threatened by lack of appropriate action on the part of the Environment Agency.*

20 29/03

Completed questionnaire
Not supportive re. Lytchett Minster flood protection.

Q2 *What is going to be provided in the way of flood protection for Lytchett Minster? The end of the village nearest to the Bakers Arms already has experienced wide spread flooding this winter.*

Q3 *I am concerned that there will be no real protection from my property and others near me from potential flood risk.*

Q4 *Need more flood protection for the houses in Lytchett Minster village. The Field behind our house which backs onto the dual carriageway already floods badly as does a section at the bottom of the garden. Would like this prevented, not worsened.*

21 29/03

Completed questionnaire
Not supportive re. Lytchett Minster flood protection.

Q2 *The predicted rise in sea level is likely to create a considerable additional risk of flooding in the Lytchett Minster Village. This is partly acknowledged in the strategy where it says the A35 and the A351 roads and the Poole railway are at risk of flooding therefore I agree with the suggestion in the draft strategy which says "it is also recommended that combined tidal*

surface water flooding problems should be investigated' however I ask for flood protection to be provided to reduce the likely risk of flooding in Lytchett Minster Village.

- Q3 The Lytchett Minster Village Rd the A35 and A351 should be protected from future flooding.
Q4 The proposals in the draft strategy do not include any flood risk protection for Lytchett Minster Village

22 29/03 [REDACTED]

Completed questionnaire
Not supportive re. Lytchett Minster flood protection.

- Q3 *Lytchett Minster village, A35 a351 should be protected from flooding*
Q4 *Proposals do not include flood protection for Lytchett Minster Village*

23 29/03 [REDACTED]

Completed questionnaire
Not supportive re. Lytchett Minster flood protection.

- Q2 *The predicted rise in sea level will result in significant additional flood risk to properties and roads in left Minster Village. This is acknowledges in the strategy where it states 'the A35 and A351 roads and the Poole railway are at risk of flooding'*
Q3 *The draft strategy suggests that investigation be made of combined tidal/surface water flooding problems for the above but I feel flood protection must be provided to negate the very likely risk of flooding on the village.*
Q4 *The draft strategy proposals neither mention nor include any flood risk protection for Lytchett Minster Village*

24 ? **Councillor Paul Johns (see also 10)**

Completed questionnaire
Not supportive re. Lytchett Minster flood protection.

- Q2 *On page 20 of the strategy - the Lytchett Bay "What is at risk" statement says 12 residential properties to the north and east of the bay (Upton and Turlin) currently have an annual 1% risk of tidal flooding. This number increases to 130 by 2060 and 400 by 2110 if no action is taken.*

Under "Our Recommendation" it states - to sustain defence to properties in Upton and Turlin, although new work will not be undertaken until after 2060.

The recommendation should be amended to read - to sustain defence of properties in the Upton and Turlin Moor area with work to be carried out in the next 5 to 15 years.

Note the increased risk of flooding that is stated as likely to affect 130 properties by 2060 is unacceptable.

In the Summary of recommendations for works to be undertaken by 2030 on page 28 – The proposal for Lytchett Bay of "Managed Realignment" is unacceptable and should be changed to "Improve defences" in "5-15 years."

As a Purbeck District and Town Councillor and Town Council flood warden, I have been working with Purbeck District and Dorset County Council officers for several years to try to resolve the flooding problems that affect properties in the Sandy Lane and Tree Hamlets area of Upton and we have not found a solution.

25 29/03 [REDACTED]

Completed questionnaire

Not supportive re. Lytchett Minster flood protection.

Q2 *We think the creation of the area of tidal habitat by the Sherford River would cause a rise in the level of the Sherford River. This would stop the drainage of rainwater from Lytchett Minster village to the sea, and would cause many properties in the village, especially those south of the A351 to be flooded and for roads in the village to become impassable for long periods. This is already acknowledged in the strategy proposal which states “the A35 and A351 roads and the Poole railway are at risk of flooding.” It is also recommends that flooding problems should be investigated much more fully, and I support that.*

Q3 *Lytchett Minster village needs to protected from future flooding. See above.*

Q4 *There is already regular flooding of*

- *Watery Lane,*
- *Baker’s Arms end of A351,*
- *Dorchester Rd. between Lytchett Minster and South Lytchett Manor entrance, and*
- *Huntick Rd.*

Your proposals would result in many houses (especially those south of the A351) being flooded

Q5 *There is nothing in your Strategy which addresses the specific flood risk protection for Lytchett Minster village. ...*

26 29/03 [REDACTED]

Completed questionnaire

Not supportive re. Lytchett Minster flood protection.

Q2 *Watery lane in Lytchett Minster was flooded to a depth of 12-15 inches six times last year, this should be investigated before the creation if tidal habitat this side of the Sherford River*

Q3 *Lytchett Minster Village is left with no protection against future flooding*

27 29/03 [REDACTED]

Mitchells & Butlers PLC

Completed questionnaire

Not supportive re. Lytchett Minster flood protection.

Q2 *The report acknowledges that “the A35 and A351 roads and the Poole railway are at risk of flooding” but there is already an increased frequency of surface water flooding at the Bakers Arms PH on Dorchester Road due to surface water having no drainage route from the area in storm events. It is vital that flood protection measures are incorporated into this area if local businesses and village amenities are to remain viable and unaffected.*

Q3 *Flooding of the A35, A351 and Lytchett Minster Village is becoming an increasingly frequent occurrence and the Bakers Arms PH on Dorchester Road will cease to become a viable commercial business if the area and business is not protected from future flooding.*

Q4 *There are no flood risk protection proposals for Lytchett Minster village residential properties and local businesses in the draft strategy document.*

28 29/03 [REDACTED]

Completed questionnaire

Not supportive re. Lytchett Minster flood protection.

Q2 *Sherford River needs dredging*

Q3 *Road flooding to the Bakers Arms area is a hazard to traffic*

Poole & Wareham draft Strategy Consultation Report

- Q4 *The proposals in the draft do not include any protection from flooding (+ projected water rise) to roads or properties in Lytchett Minster Village*
- Q5 *I think it would be fatal to flood wetlands south of the bypass as it would cause even worse flooding to Lytchett Village which is already flooding due to water from Lytchett Matravers .*

29 29/03 [REDACTED]

Completed questionnaire

Not supportive re. Lytchett Minster flood protection.

- Q2 *The predicted rise of over 2 feet is bound to create extra risk of flooding of roads and properties throughout Lytchett Minster. You suggest investigating the problems of tidal and surface water but I think action should be taken immediately every winter the flooding becomes deeper and more frequent. Start the dredging to the Sherford River and improve water ways flowing into it.*
- Q3 *Roads flooding in the Bakers Arms area is a hazard to traffic*
- Q4 *The proposals in the draft strategy do not include any protection from either existing or predicted flooding in Lytchett Minster Village.*
- Q5 *I think it would be fatal to flood the wetlands south of the Lytchett by-pass near the Bakers Arms as this would cause even worse flooding. Quite the opposite action should be taken to allow storm water to get away from the area.*
- Q6 *Bakers Arms area – most of the flooding is caused by storm water flowing down the Lytchett. Could this not be lagooned or re-directed before reaching the road?*

30 05/03 [REDACTED]

Completed questionnaire received.

Main interest Poole Bay West and Luscombe Valley/Lower Parkstone. Supportive. No comments

31 29/03 [REDACTED]

Completed questionnaire

Not supportive re. Lytchett Minster flood protection.

- Q2 *Strategy makes no mention of the numerous dwellings, businesses and coments [?] facilities that will be at serious risk of flooding due to the predicted rises in sea level. There is comment about the risk of flooding of the A35 and A351 but nominatiosn [no mention?] of the increase in flooding of Dorchester Rd and Old Watery lane in Lytchett Minster*
- Q3 *Lytchett Minster village needs some form of flood protection*

32 18/02 [REDACTED] **Corfe PC**

Forwarded via Matt Boon/ Lisa Pearce. Comprises correspondence going back to 08/02.

Particular queries:

Follows up recent ongoing correspondence with Fiona Geddes and Matt Boons. Just tried to look at the maps online and finding it difficult to see the detail. Main points:

- Lack of detail on map e.g. which 17 properties will be affected in Poole Harbour? Where will the water levels come to?
- 6 week timescale not impressive for this type of consultation.
- Who will be speaking at the PC meeting on 11 March?

Actions:

LP request for Richard Horrocks to provide more detail on which properties are likely to be affected, etc.

Matt Boon emailed Jeff Dunn to say we will provide a speaker for 11 March event.

19/02 RH forwarded to AS.

20/02 AS replied to RH and LP:

'The Strategy Consultation document does include a flood map, at a scale that I feel comfortable with presenting for a Strategy. Jeff and public at large can determine the approximate location of where properties are at risk by examination of this. However, to be helpful and more precise, I have checked the analysis spreadsheet. The properties at risk in Unit 14 are (some of) the buildings at Shipstal Point, Middlebere Farm, Wytch Farm (specifically a cottage next to estuary), Ower Farm and a small collection at South Haven Point (Sandbanks Ferry).

These properties have been identified by computer GIS desk based analysis – they have not been validated individually, and therefore we should not specify that these particular properties are definitively at flood risk in the future. And the locations on the map all tally with analysis – the spreadsheet has not picked up something silly in the middle of Corfe Castle for example.'

33 05/03 [REDACTED]

Queries to NW. RL to answer 1. CF to answer 2-5.

Re: Consultation on Managing flood and coastal erosion risk for Poole and Wareham

Dear Mr Watson

I've been reading the draft strategy consultation and have some queries that I hope you can answer:

- 1) Do you have a larger version of the map shown on page 21, Wareham Banks? I can't see enough detail on the map to identify particular streets and buildings in Wareham.*
- 2) I don't understand why you're recommending **minimal** maintenance to the existing tidal embankments, when you expect these to be regularly overtopped by 2030, with severe impairment to freshwater drainage. Surely these dangers merit more than just minimal maintenance?*
- 3) Also on page 21, you refer to the potential to create 137ha of intertidal habitat by realigning the tidal embankments, if landowners were willing. Can you tell me who these landowners are, what steps you will take to get their agreement, and what happens if they do not agree?*
- 4) The Baseline Flood & Coastal Erosion Risk Assessment (page 41) refers to a previous study by Halcrow (2008), which notes that the minimum bank levels on the Frome & Piddle rivers are below the 100% AEP event. Does this mean there's a 100% chance that the banks will be overtopped every year?*
- 5) Page 245 of the same report (Future Evolution under the Do Nothing Scenario) seems to be saying that the rise in water levels around the Wareham Channel is relatively small. However, this does not seem to be consistent with other statements, eg, the 100% AEP event above and the increase in properties in North & South Wareham at risk from flooding - from 20 in 2010 to 114 in 2110 (page 47).*

Many thanks for your attention.

CF drafted responses for NW 05/03

34 12/03 [anonymous]

Completed e-consult 1. Does not support the Strategy for the reasons given.

Q2: *There should be a valuation of agricultural land as realignment can lead to loss of high Grade land. Where this is not the case it should be a clear case of allowing retreat, this aspect is not shown as being considered. Similarly the economic value of sections in relation to the value of dwellings against public interest is a consideration which is not presented, Poole Town Centre V south Harbour where there are tiny numbers of houses.*

There is no consideration of the potential in-combination effects on other European sites. At Hamworthy there is potential for some enhancement of the cliffs for biodiversity which would benefit both the rate of erosion and current focus of erosion on the SSSI, allow natural processes along this whole section.

At Luscombe valley there are definitely possibilities to allow some controlled coastal retreat - fish breeding areas could be restored.

Poole Harbour is a SPA not SAC.

Q3: *Without costings even if nominal it is difficult to consider factors against one another, a summary map should be shown setting out the different options and key drivers.*

No wholistic consideration of factors affecting the harbour such as deep dredging, removal of silts and gravels from the system etc. What factors are acting on the Harbour in combination?

There is no consideration of climate change factors such as changes in soft vegetation defences due to plant community changes, what will be the effect on Spartina etc.

Q4: *There is inadequate consideration of coastal processes, at Hamworthy no gabion protection should be authorised as the units are mobile and are effectively starving other locations.*

Q5: *The Strategy is not grasping the nettle in a way that people can assess, where houses are uneconomical to defend we should say so to allow for future planning. Defending sand banks is it really good value for money when there is a small population of wealthy mobile people on it? What would happen to the harbour if it was allowed to breach?*

There are clear income streams from Tourism for beaches, eg carparking, beach hut rental etc, these need to be tapped for contributions as they represent a user group benefitting from the facilities.

Q6: *New development should not simply be restricted in the floodplains but not permitted at all, show some commitment please.*

35 25/03

Completed e-consult 2

Q2: *There are a number of proposals in the report for 'managed retreat' of the shoreline, generally in the upper reaches of Poole Harbour. If all the areas proposed are subjected to this treatment, then there is the potential for the harbour to increase its high tide area by about 266Ha. Almost all this increase would be at the top of the harbour, upstream of the main navigational areas. This is said to replace mudflats lost due to, as yet unquantified coastal squeeze. This increase in area could increase the volume of tidal flow through the harbour entrance by over 6%. This could be increased still further as a result of coastal squeeze steepening the foreshore gradient in other areas of the harbour.*

There does not seem to have been any published attempt to model the consequences of these significant changes on either the general environment of the harbour or the implications on dredging and navigational safety.

Briefly, the consequences could include:-

1 Changes in current velocity, particularly in the area of the harbour entrance affecting the stability of coast protection structures and channels and having the potential to cause a navigational hazard.

2 Changes to the sediment transport regime leading possibly to the need for increased dredging to keep channels open for navigation.

3 Changes in tidal range affecting availability of mudflats to support bird feeding,

If these matters are not modelled at this stage, at least to sufficient extent to indicate the acceptability of such managed retreat schemes and the feasibility of any mitigation works needed, there is a danger that the schemes may prove unfeasible or unsafe when the time comes to implement them.

Poole & Wareham draft Strategy Consultation Report

- Q5: *The possible abandonment of the wall of the Brownsea Island lagoon would also need to be treated in the same way as the managed retreat proposals for the upper harbour. This is needed to ensure that there is no adverse effect on navigational safety.*
- Q6: *See above. The matter of changes to sediment transport and to the sediment budget of Poole Harbour do not appear to have been considered.'*

36 27/03 [anonymous]

Completed e-consult 3

Main area of interest Lytchett Bay. Not supportive re. Lytchett Minster flood protection.

- Q2: *Just this last winter the village of Lytchett Minster has suffered disruptive flooding in Dorchester Road by the church and by the Bakers Arms pub, as well as Old Watery Lane alongside the St Peters Finger pub restricting access to the 22 houses in Ashbrook Walk. The predicted 700mm rise in sea level can only result in considerable additional flooding in the village. The draft strategy makes absolutely no mention of flood protection for the village of Lytchett Minster.*
- Q3: *The village of Lytchett Minster, Dorchester Road, the A35 and A351 should be protected from future flooding.'*
- Q4: *There are no proposals in the draft strategy to protect the village of Lytchett Minster from flood.*

37 27/03 [anonymous]

Completed e-consult 4

Main area of interest Lytchett Bay. Not supportive re. Lytchett Minster flood protection.

- Q2: *It would appear that, as usual, cost has taken precedence over people and their environment. To do nothing (even to 2060), when there is clearly a known problem with drainage/ flooding in the Lytchett Minster village shows a lack of concern for our local community. Some form of action should be taken in the near future to ensure that the lives of local community are not merely pushed aside because of cost.*
- Q3: *It does not seem that the protection of our village has been considered at all.*
- Q4: *Clearly not, as my home will become the subject of possible flooding in the future which it seems the Strategy does not care!*
- Q5: *If the proposals of the strategy come into force my home is at risk. Is the council happy that what I have worked my life for, and pay council tax on will be lost as it's the 'easy option'?*

38 28/03 [anonymous]

Completed e-consult 5

Main area of interest Lytchett Bay and Lytchett Minster flood protection.

- Q2: *A predicted rise of 700mm in sea level will cause a higher risk of flooding in the Lytchett Minster village. This is acknowledged in the strategy where it says " the A35 and A351 roads and the Poole railway are at risk of flooding". I therefor think that a form of flood protection should be provided to reduce the risk of flooding in Lytchett Minster village.*
- Q3: *Lytchett Minster village and the A35, A351 and Dorchester Road should be protected from future flooding.*
- Q4: *The present proposals in the draft do not include any flood risk protection for Lytchett Minster village.*

39 28/03 The Woodland Trust

(In)complete e-consult 6 [seems like cut-and-paste from the Exe submission]
Main area of interest Lytchett Bay and Lytchett Minster flood protection.

- Q2: *Whilst we appreciate that tree planting for water flow benefits may be more applicable to upstream riverine situations, we would nevertheless like to flag up the role that targeted woodland creation could play in the Exe Estuary for both coastal/flood water control and habitat mitigation for other habitat lost to sea rise. In addition, often estuarine flood risk can be exacerbated when it coincides with high downward fresh water flood flow, and woodland creation can play a role here too.*
As well as potentially contributing to flood flow holding barrier needs, woodland can also stabilise soils through root penetration and provide permeable surfaces in built environments for enhanced water soakaway. Research by the University of Manchester has shown that increasing tree cover in urban areas by 10 % reduces surface water run-off by almost 6 %.
In conclusion, the Woodland Trust believes that trees and woodlands can deliver a major contribution to resolving a range of water management issues. They offer opportunities to make positive water use change whilst also simultaneously contributing to other objectives, such as biodiversity, timber & green infrastructure - see the Woodland Trust publication Woodland actions for biodiversity and their role in water management (pdf) - <http://www.woodlandtrust.org.uk/en/about-us/publications/Pages/ours.aspx>

40 30/03 [anonymous]

Completed e-consult 7
Main area of interest Lytchett Bay. Not supportive re. Lytchett Minster flood protection.

- Q2: *Concerned that the predicted increase in sea levels, together with the indication that "the A35 and A351 roads and the Poole railway are at risk of flooding" means that the streams through Lytchett Minster will drain less effectively into Lytchett Bay, causing flooding in the village. I would prefer that "combined tidal / surface water flooding problems" are modelled and investigated, as suggested.*
- Q3: *Provision should be made for the flood protection of Lytchett Minster / A35 / A351 / Railway.*
- Q4: *See above: flood protection for Lytchett Minster should be included.*

41 31/03 [anonymous]

Completed e-consult 8
Main area of interest Lytchett Bay. Not supportive re. Lytchett Minster flood protection.

- Q3: *There is already a significant flooding issue in Lytchett Minster, particularly on the Dorchester Road at the Bakers arms Public House. Several times a year the road floods causing an obstruction to the westerly approach to the village. Apparently no solution to this issue is currently considered viable? Allowing the marsh south of the bypass to flood will increase this hazard, further obstructing access to Lytchett School, the other businesses in the village and of course an increased number of properties as detailed in the report. The A35 west of the roundabout is also likely to be more liable to flooding.*
- Q4: *There is already a significant flooding issue in Lytchett Minster, particularly on the Dorchester Road at the Bakers arms Public House. Several times a year the road floods causing an obstruction to the westerly approach to the village. Apparently no solution to this*

issue is currently considered viable? Allowing the marsh south of the bypass to flood will increase this hazard, further obstructing access to Lytchett School, the other businesses in the village and of course an increased number of properties as detailed in the report. The A35 west of the roundabout is also likely to be more liable to flooding.

Q5: *There is already a significant flooding issue at several locations on the Dorchester Road in the village. these should be addressed without waiting to 2060.*

42 01/04 [anonymous]

Completed e-consult 9

Main area of interest Lytchett Bay. Not supportive re. Lytchett Minster flood protection.

Q2: *The predicted rise in sea levels is likely to create a considerable additional risk of flooding in the Lytchett Minster village. ~This is partly acknowledged in the strategy where it says "the A35 and A351 roads and the Poole Railway are at risk of flooding". Therefore I agree with the suggestion in the draft strategy that says " it is also recommended that combined tidal/surface water flooding problems should be investigated" However I ask for flood protection to be provided to reduce the likely risk of flooding in Lytchett Minster village.*

Q3: *The Lytchett Minster village, Dorchester Road, the A35 and A351 should be protected from future flooding. (See the above)*

Q4: *The proposals in the draft strategy do not include any flood risk protection for Lytchett Minster village.*

43 01/04 [anonymous]

Completed e-consult 10

Main area of interest Lytchett Bay. Not supportive re. Lytchett Minster flood protection and surface water problems included.

Q2: *The draft Strategy states that 'In this Strategy we are concentrating on tidal flood risk and coastal erosion but properties may also be at risk of flooding from drainage systems, rivers, or a combination of factors'. While this may be reasonable for most of the area under consideration, the low lying lands adjacent to Lytchett Bay, including the A35 (especially but not exclusively at the Bakers Arms roundabout) and significant parts of Lytchett Minster village, are already subject to flooding during periods of heavy precipitation. Allowing more of these low lying areas to become intertidal will make such flooding events more likely, as run off from surface water will be greatly reduced at all high tides rather than only spring tides. Altered patterns of rainfall that we are already experiencing, with a rather modest rise in average rainfall but increases in alternating periods of relative drought and very heavy rain, will further increase the likelihood of these events. The Strategy is explicit that 'It is also recommended that combined tidal/ surface water flooding problems should be investigated' and it would be helpful if that recommendation could be supported by a commitment to undertake a similar economic, engineering and environmental assessment to that which underpins the draft Strategy.*

Q3: *It does not seem reasonable to exclude the importance of surface water from the document.*

Q4: *It is not clear what is proposed within 'Sustain', and where is the acceptable geographical limit of floodwater at the northern end of Lytchett Bay after any proposed works are completed.*

Rockley Park Caravan Park / Bourne Leisure

Various communications in person, by telephone and by email, including:

Dr Mr Watson,

[REDACTED] I represent Bourne Leisure as a Consulting Engineer. Bourne Leisure have a number of caravan parks in coastal locations. Bourne Leisure operate Rockley Holiday Park which has been included in the above strategy study.

My first disappointment relates to the lack of any information that has been forwarded to myself, even though I attended a meeting in Poole at the outset of the strategy study and registered my interest on behalf of Bourne Leisure.

Since I became aware of the issue of the draft study I attended a meeting in Poole on the 28th February 2013 and subsequently an open forum and display in a church hall in Swanage on the 1st March 2013. I understand that the final date for any consultation is the 1st April 2013.

I have a number of concerns about the draft study as issued with particular reference to the Rockley, Poole (Ham Common to Rockley Point) policy unit.

1. It appears that the SMP Policy has been changed. This is managed realignment in the recently adopted SMP.
2. The policy unit appears to cease at Rockley Point, but in fact the holiday park boat yard extends past Rockley Point up to the railway viaduct at Lytchett Bay.
3. It is stated that approximately 250m of gabions protect the holiday park frontage. This is incorrect. There are approximately 350m of gabions as well as quay walls and boat yard area.
4. From my discussions with representatives of Atkins Halcrow, Adam Schofield and Richard Horrocks it appears that the drawing that has been issued showing Lytchett Bay flood map was taken from a LIDAR survey. This drawing is incorrect, there is no flood area on the site adjacent to the railway line. This is raised ground used as a boat yard.

From my discussions with the consultants I was expecting to receive an email with the changes that I am proposing below.

1. The policy for the unit to be reinstated to Managed Realignment.
2. The unit is to extend up to the railway bridge which is the opening for Lytchett Bay.
3. The length of the gabions is to be extended to 350m and notes added concerning the structures and defences for the boat yard and quay area.
4. The flood risk section approximately 70m along the railway viaduct from the opening is to be redrawn as a boat yard area.

I look forward to hearing from you on these matters.

Regards