Welcome to the Torcross Sea Defence Urgent Works public drop in event

What we're setting out here are our plans so far. We have made huge progress since the Jan/Feb 2026 storms, but there are still some critical challenges to overcome to get this underway in 2026

Please be aware that there may be changes

Department for Environment Food & Rural Affairs

Environment Agency

A quick review of how we got here…

Fig 1. Historically Torcross predominantly relied on its large shingle beach for storm protection, however severe storms in 1978/79 caused huge damage to the village (above), and resulted in the current Torcross Sea Defences being constructed by the then *South West Water Authority* in 1980.

Fig 2. The Sea Defences consist of a reinforced concrete curved sea wall, with a sloping concrete/rock revetment, and 6m long toe piles (above). The reinforced concrete sea-wall, road-way behind it and the revetment's beams are all structurally connected together. Beach levels were envisaged to fluctuate, broadly between the top and bottom of the revetment.

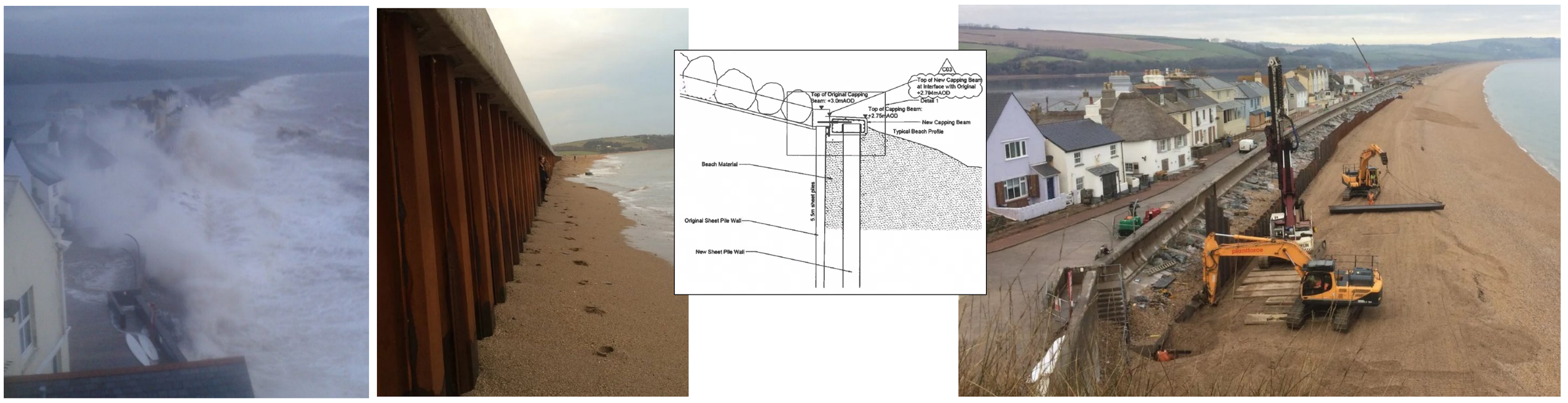


Fig 3. In 2016 – following a series of storms there was very significant beach loss (similar to that witnessed in 2026) and evidence of structural movement in the defences. To address concerns that they could be undermined, the Environment Agency took the opportunity of a Defra-funded national Recovery programme to undertake an urgent works project. This involved installing much deeper (12m long) sheet piles in front of the original toe piles (above).

The Environment Agency do not own the Torcross sea defences, but we use our *discretionary* powers to inspect and maintain them - subject to resource and funding availability. Similarly, we do not have a statutory *obligation* to provide flood defences however we have *permissive powers* to do so when justified- and resources and funding permit. We try to do what we can, where we can, when we can.

The Strategic context

The whole of England's coast is covered by *Shoreline Management Plans*, which set out high level strategic 'policies' for coastal management to the year 2105. These were first developed by Coastal Groups around 2001, updated in 2011 and refreshed in 2020, and they remain living plans. They are not statutory, but are used by Local Authorities, the Environment Agency and others with a coastal interest to understand the core local coastal issues and to guide sustainable coastal management planning and investment. They are publicly accessible via https://environment.data.gov.uk/shoreline-planning.

Torcross is covered by Policy Unit 6B76 of the *Durlston Head to Rame Head Shoreline Management Plan (SMP16)*. This recognises that in the long-term, climate change will challenge the technical and economic viability of sustaining the existing sea defences at Torcross, and that ultimately some form of managed realignment of the defences is likely to be needed. However, it also recognises the significant socio-economic impacts that will result from realignment and abandonment of the seaward part of Torcross. It therefore recommends maintaining the existing defences for as long as possible where economically justified, whilst adaptive measures are put in place to manage the risk and mitigate the displacement of people and loss of property and facilities.

In 2023 the Slapton Line Partnership published a revised *Strategy for Adaptation*. This recommended the continued maintenance of the Torcross Sea Defences and extending the SMP's 2025-2055 'Hold the Line' policy to include the car park frontage.

Last winter's events…

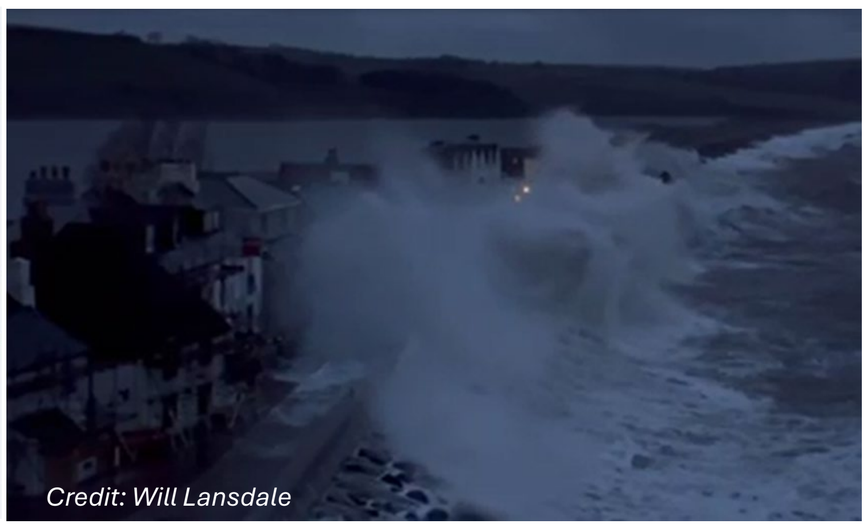


Fig 4. Between Christmas Day and mid March, Start Bay experienced 12 'storm' events, with the most devastating being on 24th January (Storm Ingrid) and on the 3rd/4th February. These caused devastating damage to the frontage properties, very significant trauma for local residents and property owners, and the catastrophic breaches to the A379.

None of these storms were statistically 'extreme' events – however they led to extreme impacts at Torcross. The fundamental reason for this was the very significant beach loss that occurred in January due to the sustained energetic Southerly conditions. By the time the Easterly events of early February occurred, the beach level had fallen by 2.5m-3.0m - to its lowest recorded level.

Due to the deeper water in front of the defences the storm waves will have broken later and with much greater energy then normal. And rather than running up the beach and revetment, loosing energy and being substantially reflected by the curved seawall, the breaking waves smashed into the now-exposed toe piles with great force. This sent waves vertically up into the air to be carried by the strong onshore winds over the sea wall and onto the buildings at roof level, and contributed to very severe ground shaking and vibrations. The extreme beach lowering also led to the undermining and collapse of the sheet piled wall in front of the car park, and the complete erosion of the road verge further along – and thence the two A379 breaches overnight on 3/4 February.

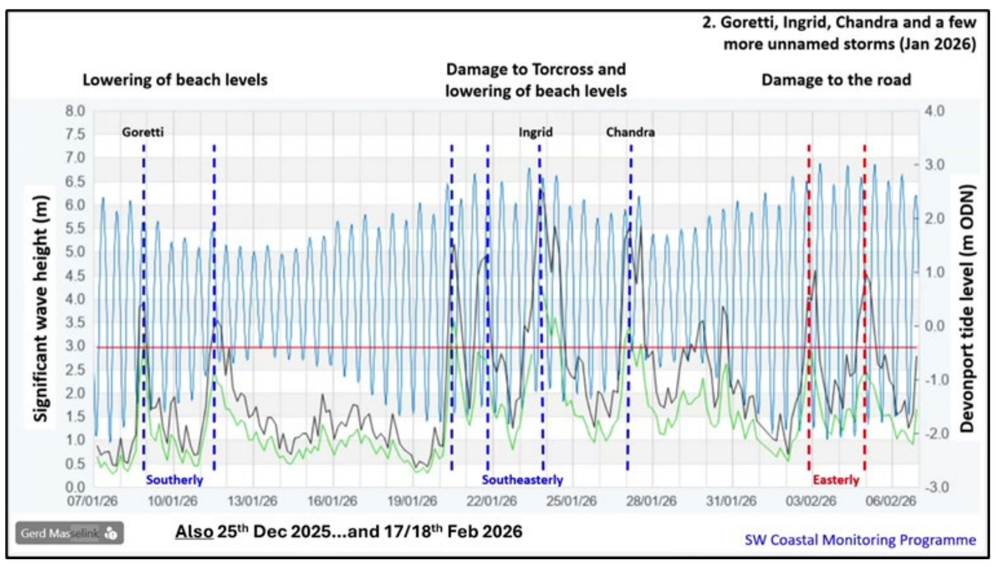


Fig 5. Wave heights and Tidal levels for Jan-Feb'26. The energetic Southerly events during January led to the very significant beach lowering – and the subsequent severe impacts of the Storms on 23/24 January and 3/4 February both of which coincided with high Spring Tides (credit: Prof Gerd Masselink, University of Plymouth)

Fig 6. Beach levels in early January 2026 were around the top of the pile cap ie slightly lower than shown in the top picture. Bottom picture, and inset, show levels in early February 2026 – the lowest on record. (credit: Start Bay Inn Facebook)

The beach loss in January (and its subsequent partial return) are in line with the research undertaken by the *University of Plymouth* and the EA funded *South West Coastal Monitoring* team – who have been routinely surveying beach levels and wave conditions across Start Bay for 20 years. Analysis of that data by the University of Plymouth shows:

1. Start Bay is a closed sediment cell, but the beaches within it are highly dynamic - impacted by storms, longshore sediment movement and rising sea levels.
2. The 'bi-directional' wave climate is key to understanding the dynamics: energetic *Southerlies* cause beach erosion at the Torcross end of Slapton Sands and accretion at the Strete Gate end, whilst energetic *Easterlies* reverse this.
3. Changing weather patterns since 1980 have led to an increase in Southerlies relative to Easterlies. As a result, the overall **long term trend is one of beach lowering at Torcross** and accretion at Strete Gate, with Slapton Sands trying to gradually rotate clockwise.

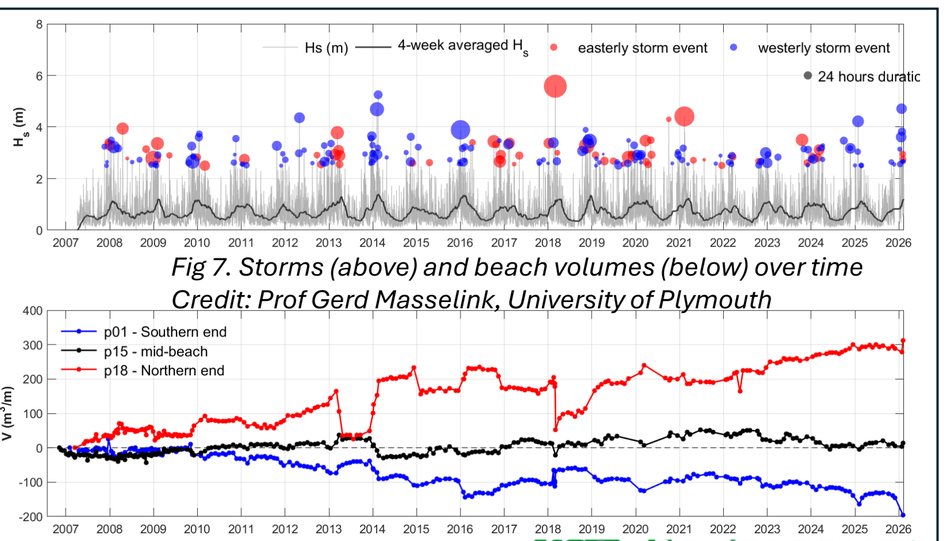


Fig 7. Storms (above) and beach volumes (below) over time
Credit: Prof Gerd Masselink, University of Plymouth

Department for Environment Food & Rural Affairs

Environment Agency

Our response…

February / March 2026

In the weeks immediately after the storm damage, our focus was on ongoing **Incident Management and Recovery** activities – working as part of the multi-agency *Start Bay Recovery Group* with Devon County Council and South Hams District Council. We also:

- Undertook **visual inspections of the sea defences** to address residents concerns about their stability,
- Commissioned Kier to undertake more **detailed movement monitoring** of, and void investigations beneath, the defences
- Commissioned the University of Plymouth to **survey onshore and offshore sediment** levels across Start Bay
- Amended our **Flood Warning criteria** to factor in the increased risk due to the low beach levels at Torcross

We undertook **extensive engagement** with the local community and their representatives to listen to their experiences and understand their situation, to fact-find, to explain our position and to answer questions as best we could.

We recognised the extra-ordinary impacts suffered in Torcross, the deep trauma experienced by many of the residents, and the *crisis* situation in the community arising from the storm impacts but also from the associated uncertainty about the community's future.

We worked very hard internally to **make the case for an extra-ordinary '*emergency approach*'** in response.

Why is this necessary?

Major civil engineering projects are complex undertakings. Especially in an environmentally sensitive coastal location. Schemes usually take many years to develop and deliver – for good reasons:

- We work within processes and rules set out by Government - who provide a fixed amount of public money each year for the Environment Agency and Local Authorities to deliver a planned Programme of Flood & Coastal Erosion Risk Management (FCERM) projects.
- Individual projects have to bid for Grant in Aid (GiA) funding, and there is an annual cycle in which the following year's Programme is approved within the budget constraints. Demand always exceeds supply, so the available funding is allocated using prioritisation criteria agreed with Defra.
- Once it has been allocated funding, every project has to demonstrate that is worthwhile, feasible and economically justifiable – and a preferred solution identified. This takes the form of a Business Case – which has to be both technically assured and financially approved before the project can proceed further.
- There is normally a further Approval gateway once detailed design, planning & environmental consenting, and contract pricing have all been completed – to ensure the project remains on track and within its approved budget – before the construction contract is awarded.

The nature of our work also means undertaking projects in challenging locations – socially, environmentally, and/or technically. Every project is unique.

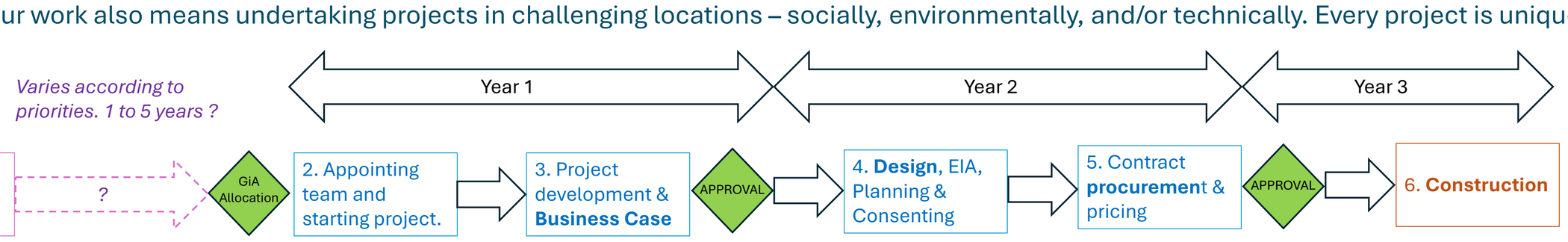


Figure 8. The key sequential steps, and timescales involved in a typical project. Complex/large projects can take much longer

March – June 2026

In early March we obtained EA senior level support to progress an '**Urgent Works'** project. This gave no guarantees, but it crucially enabled us to rapidly mobilise a team and to start work on a project at an accelerated pace.

The key **objective was to reinstate the Torcross Sea Defence's standard of service - by next winter**.

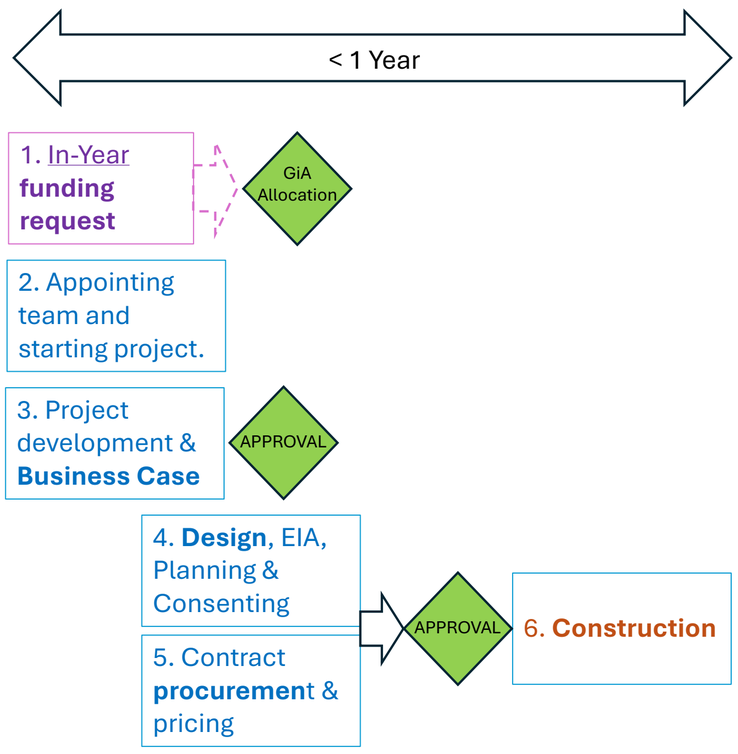


Figure 9. The exceptional and (very) accelerated approach we have adopted for the Torcross Urgent Works project

What does an 'urgent works' project mean ?

We *still* have to undertake all the project activities that we normally would; follow all the usual rules/processes; and cross all the associated hurdles and necessary approvals etc…. BUT rather than undertaking activities sequentially (as Fig 8.) we are undertaking them concurrently, and at pace (as Fig 9.).

This means:

1. Working on multiple fronts at the same time,
2. Challenging ourselves (and others) to work at an accelerated pace,
3. Accepting that we will have to manage some uncertainties and corporate/financial risks, and at times make 'no regrets' decisions.

We are trying to do in less than 12 months what might normally take 3-4 years.

The Torcross Urgent Works project

Progress to date (30 June 2026): Since mid March we have…

✓appointed and mobilised a large and experienced team of EA staff, supporting Defra staff, staff from our framework contractor Kier, and staff from engineering & environmental consultant Ramboll.

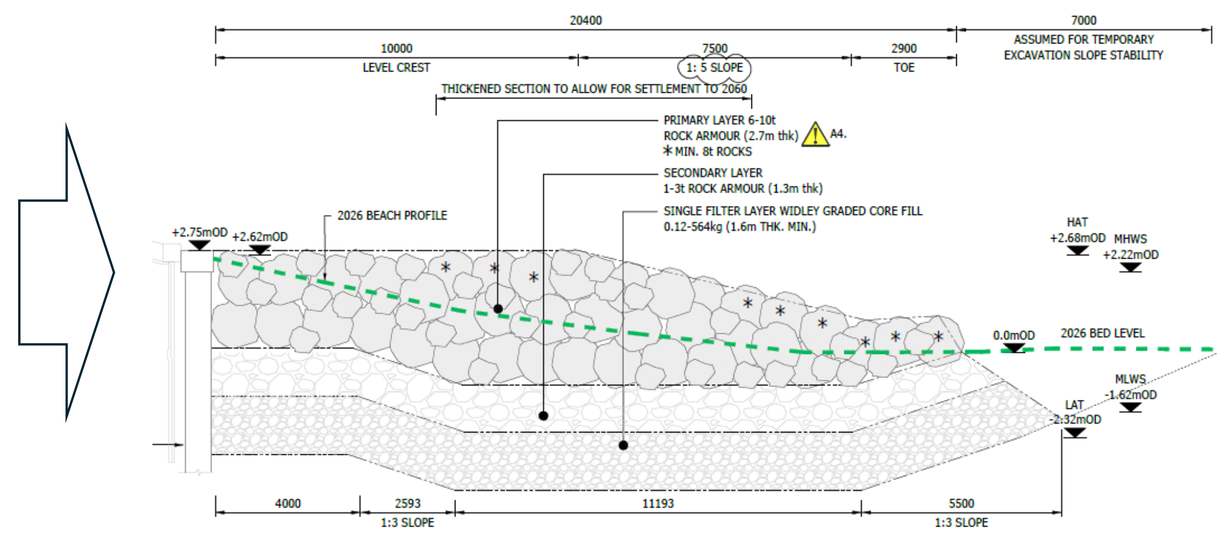
✓completed a fast-tracked Business Case, including an assessment of potential options available to us, the environmental impacts, and the schemes economic costs and benefits. The Business Case was assured by an internal Review Board and formally approved at Director level.
✓secured £19.8m of Grant in Aid funding for the project. This includes an allowance for Risks and contingencies and has been found from *within* the Environment Agency's 2026/27 Programme thanks to the support of our National Programming team.

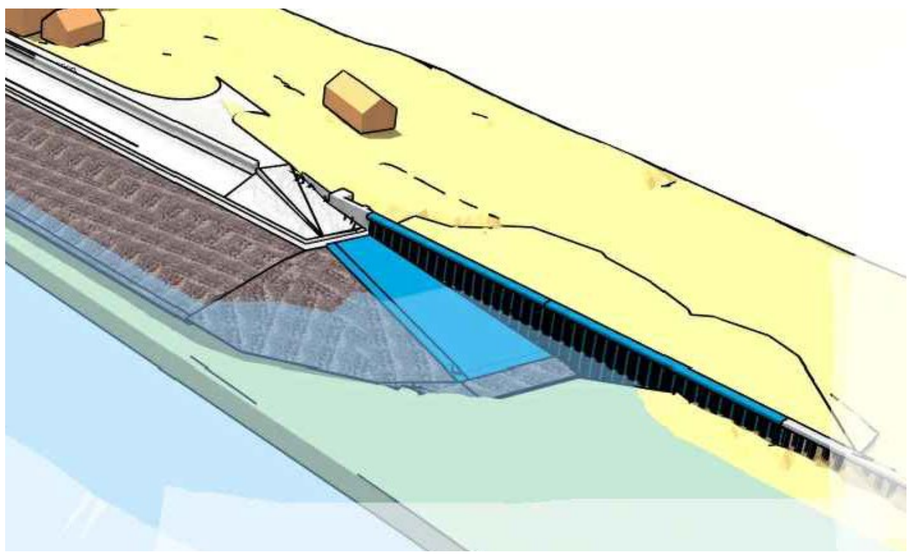
✓substantially completed the core rock armour design, enabling materials to be specified and quantities to be calculated.
✓worked collaboratively with Devon County Council (DCC) and South Hams District Council (SHDC) to reach an agreement regarding incorporating the reinstatement of the defences in front of Torcross Car Park into the project.

The shape and profile of the rock armour is a function of beach levels, storm wave parameters, and buildability considerations.

The rock armour will comprise multiple layers. This provides the collective mass and individual rock size needed to withstand breaking storm waves, whilst also preventing the migration of the underlying finer material through the coarser overlying material.

Based on the historical trend, we anticipate that the beach may lower by a further 3m by the Year 2060. This will cause the rock to settle and steepen accordingly. The design has therefore been based on this assumption to future proof it.





At the southern end, we are still reviewing whether it is technically feasible to extend the existing steps.

At the northern end, we are intending to extend the slipway to enable continued beach/sea access even at lower beach levels.

We are also planning to reinstate the sheet piled wall defending the Car Park, and to backfill the hole behind. This will also avoid the risk of the Sea Defences being outflanked by continued erosion through the car park breach.

Subsequent landscaping / road reinstatement etc will be undertaken separately by Devon CC / South Hams DC – depending on what happens with the A379.

✓proactively engaged with the Local Planning Authority (SHDC), the Marine Management Organisation (MMO), Crown Estates and Natural England regarding planning and environmental consents.

THE CROWN ESTATE · Marine Management Organisation · NATURAL ENGLAND · South Hams District Council

✓completed an Environmental Impact Assessment (EIA) Screening and submitted this to the MMO and SHDC for consideration.

✓contracted Kier to construct the scheme, enabling them to progress planning the work in detail and procuring sub-contractors and the key materials (rock), plant and equipment (including shipping)***.
✓appointed staff from our framework consultants to undertake the necessary construction contract management, supervision and health & safety roles

Ongoing/outstanding work includes:
❑Finalising the design at the North & South ends.
❑Finalising a Crown Estate's Licence
❑Completing a variety of environmental assessments & reports to support the MMO Licence application.
❑Determination by the MMO and SHDC as to whether a statutory EIA is required based on our EIA Screening assessment ***.
❑Applying for and securing a MMO Licence for the project. (This will follow the EIA Screening opinions) ***
❑Booking the key shipping and rock deliveries
*** Marine shipping is in limited supply and gets booked up a long time in advance. The earliest any is available is September – which determines our *earliest possible* construction start date. However, The MMO and SHDC EIA Screening opinions, and the time taken to subsequently secure a MMO Licence are likely to determine the actual construction start date.

Department for Environment Food & Rural Affairs · KIER · RAMBOLL · Environment Agency

HEALTH AND SAFETY SYMBOLS LEGEND

- CONVEYS INFORMATION ABOUT A RESIDUAL RISK
- CONVEYS INFORMATION ABOUT A RISK AS A WARNING
- CONVEYS INFORMATION ABOUT A RISK AS A COMPULSORY ACTION

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

NOTES BELOW ARE ADDITIONAL TO HAZARDS/RISKS NORMALLY ASSOCIATED WITH THIS TYPE OF WORK. FOR DETAILS REFER TO CDM RISK REGISTER IN DOC No. 19079-RAM-01-00-HS-CM-0100

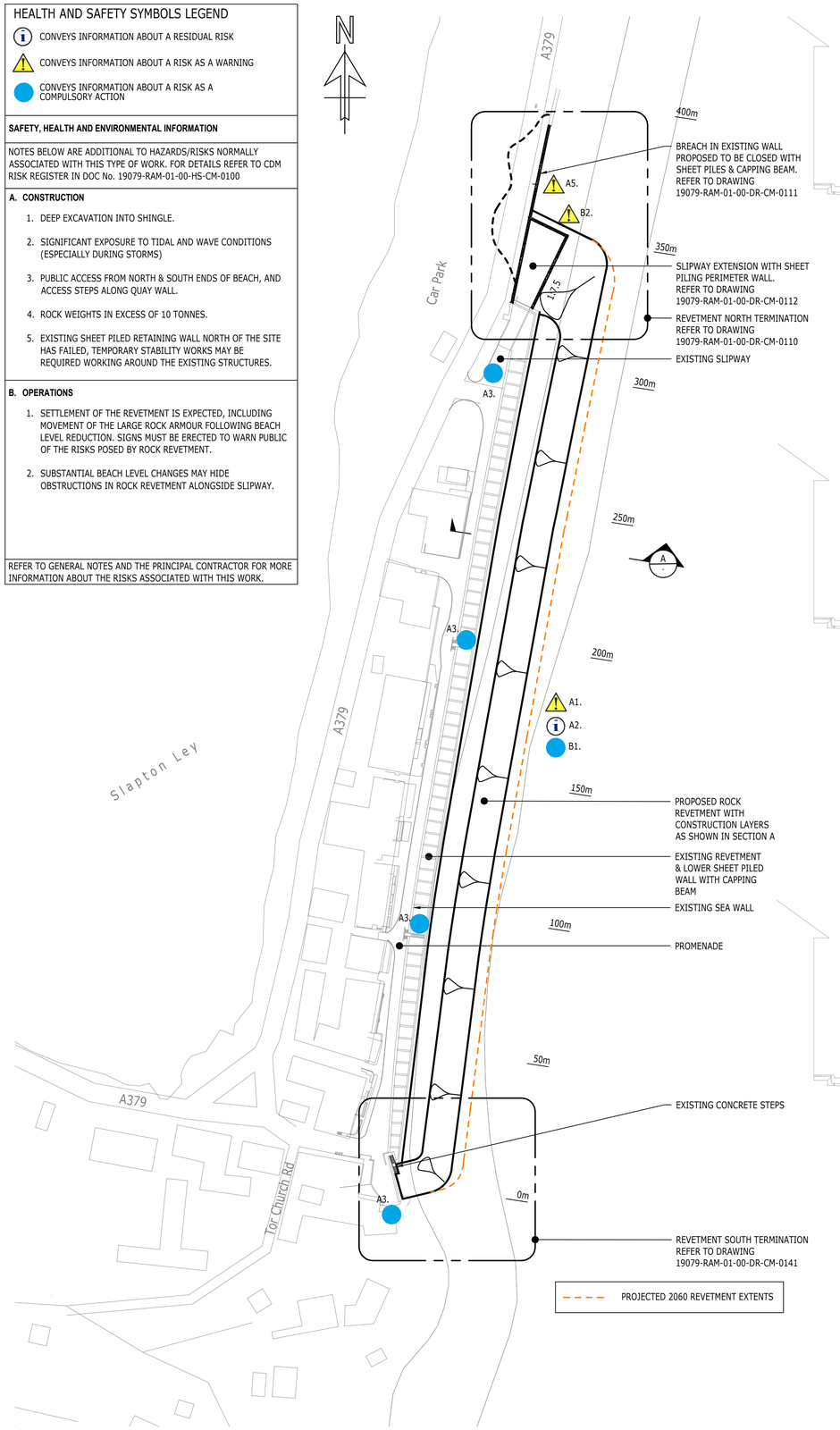
A. CONSTRUCTION

1. DEEP EXCAVATION INTO SHINGLE.
2. SIGNIFICANT EXPOSURE TO TIDAL AND WAVE CONDITIONS (ESPECIALLY DURING STORMS)
3. PUBLIC ACCESS FROM NORTH & SOUTH ENDS OF BEACH, AND ACCESS STEPS ALONG QUAY WALL.
4. ROCK WEIGHTS IN EXCESS OF 10 TONNES.
5. EXISTING SHEET PILED RETAINING WALL NORTH OF THE SITE HAS FAILED, TEMPORARY STABILITY WORKS MAY BE REQUIRED WORKING AROUND THE EXISTING STRUCTURES.

B. OPERATIONS

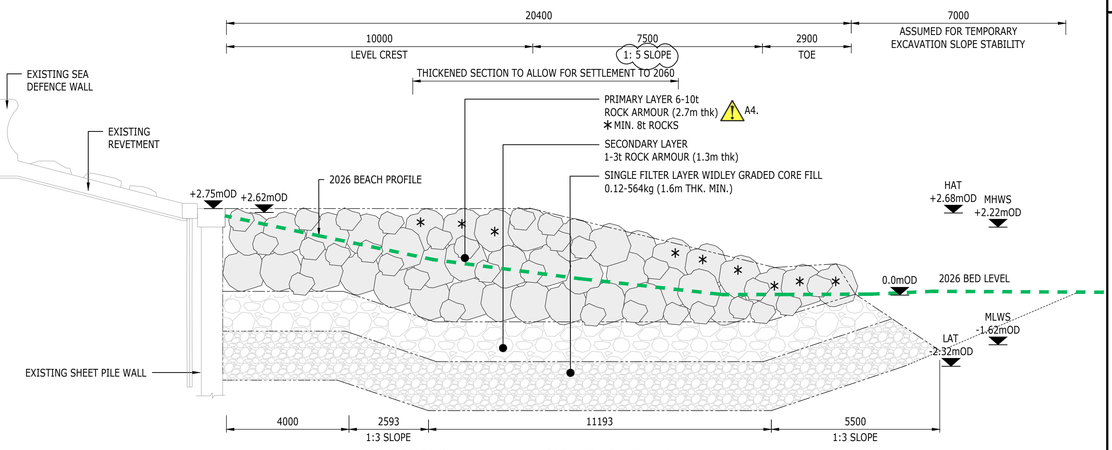
1. SETTLEMENT OF THE REVETMENT IS EXPECTED, INCLUDING MOVEMENT OF THE LARGE ROCK ARMOUR FOLLOWING BEACH LEVEL REDUCTION. SIGNS MUST BE ERECTED TO WARN PUBLIC OF THE RISKS POSED BY ROCK REVETMENT.
2. SUBSTANTIAL BEACH LEVEL CHANGES MAY HIDE OBSTRUCTIONS IN ROCK REVETMENT ALONGSIDE SLIPWAY.

REFER TO GENERAL NOTES AND THE PRINCIPAL CONTRACTOR FOR MORE INFORMATION ABOUT THE RISKS ASSOCIATED WITH THIS WORK.



2026 REVETMENT CONSTRUCTION PLAN

1:1000



2026 REVETMENT CONSTRUCTION SECTION A

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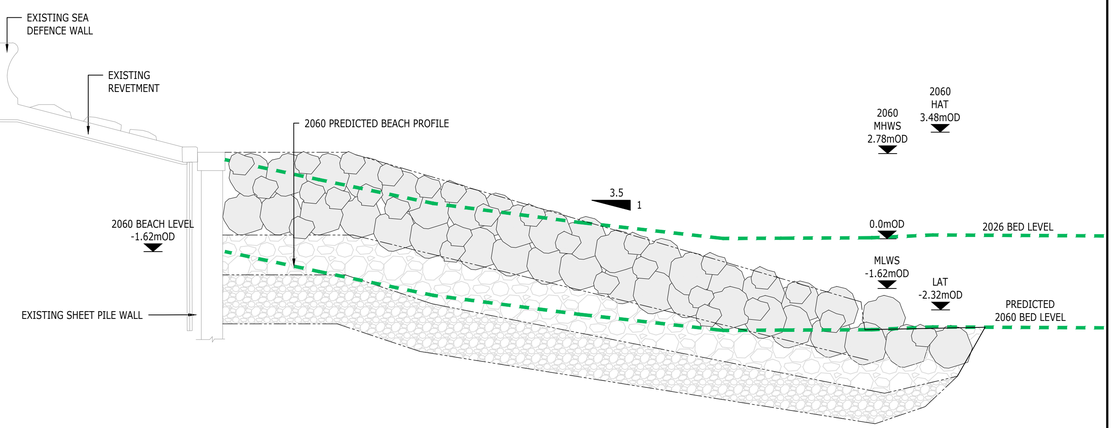
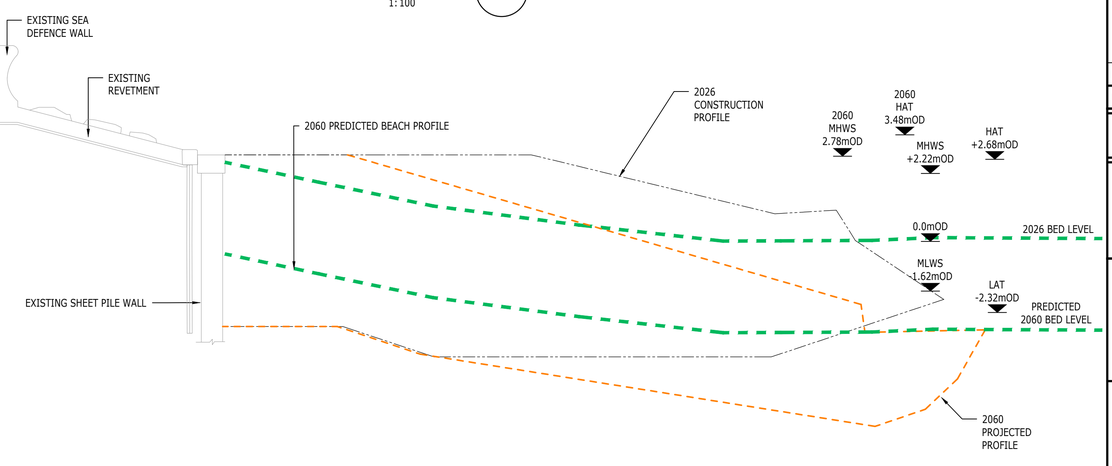


2060 REVETMENT PROJECTION SECTION A

1:100



2026 / 2060 PROFILE COMPARISON SECTION A

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Notes

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4. ALL CO-ORDINATES ARE IN METRES U.N.O.
5. ALL LEVELS ARE IN METRES ABOVE ORDNANCE UNO.
6. TIDAL LEVELS

TIDE STATE	2026 LEVEL (mOD)	2060 LEVEL (mOD)
HAT	+2.68	+3.48
MHWS	+2.22	+2.78
MHWN	+1.02	+1.58
MSL	+0.02	+0.58
MLWN	-0.88	-0.32
MLWS	-2.18	-1.62
LAT	-2.88	-2.32

7. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH:
   19079-RAM-01-00-DR-CM-0141
   19079-RAM-01-00-DR-CM-0142
   19079-RAM-01-00-SP-CM-0201
8. FOR ASSESSMENT OF BEACH LEVEL DROP REFER TO RAMBOLL BEACH PROFILE TECHNICAL NOTE:
   19079-RAM-01-00-RP-CM-0103

DRAFT

Rev	Description	Date	By	Chk	App
P01	ISSUED FOR INFORMATION	26/06 2026	MK AP		NC

DETAILED DESIGN

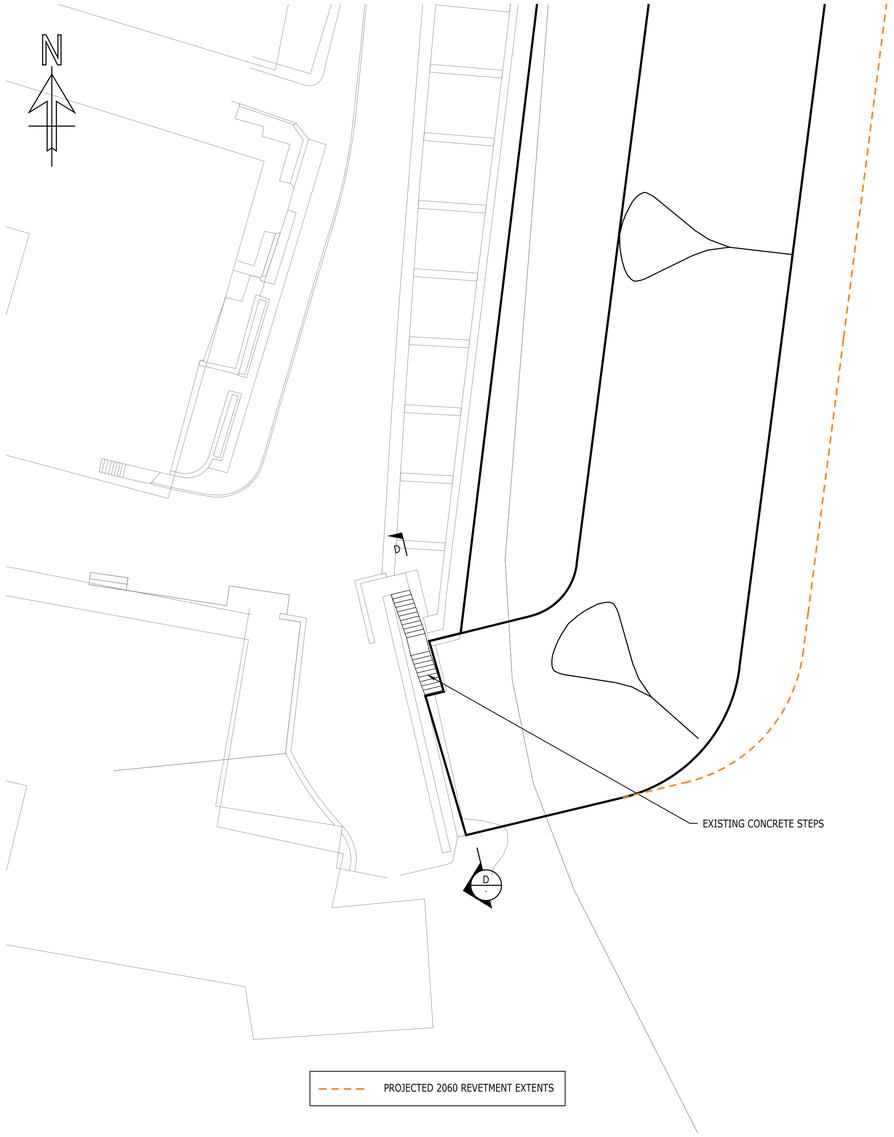
TORCROSS COASTAL DEFENCES

RAMBOLL
T +44 2380 817500 southampton@ramboll.co.uk
www.ramboll.co.uk

REVETMENT GENERAL ARRANGEMENT

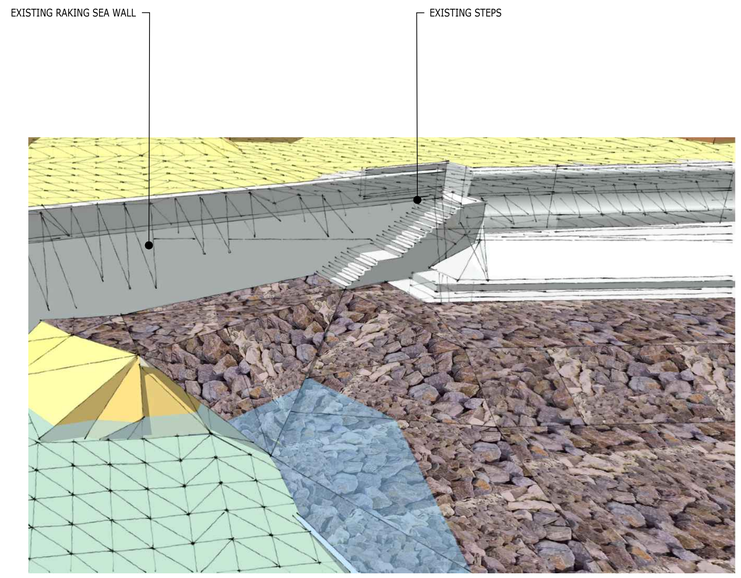
Project No:	Scale (@A1):	Drawn:	Status:
1620019079	AS SHOWN	BH	A1

Drawing No:	Rev:
19079-RAM-01-00-DR-CM-0140	P01

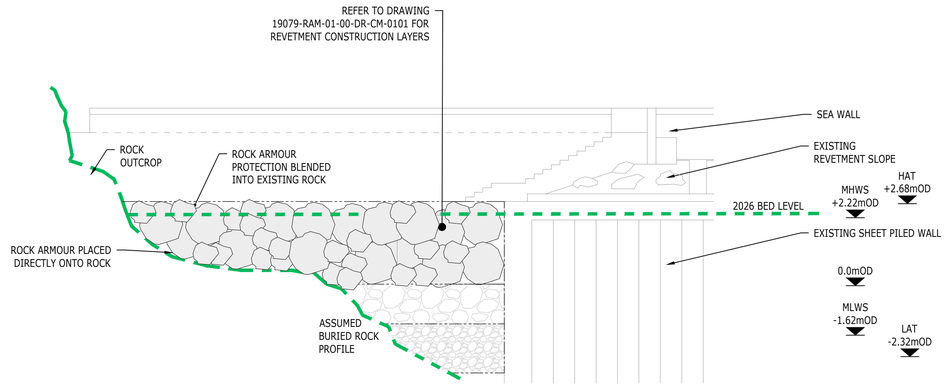


SOUTH TERMINATION PLAN

1:200



SOUTH TERMINATION 3D PERSPECTIVE



SOUTH TERMINATION SECTION

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   19079-RAM-01-00-DR-CM-0142
   19079-RAM-01-00-SP-CM-0201

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COASTAL DEFENCES

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REVETMENT
SOUTH TERMINATION

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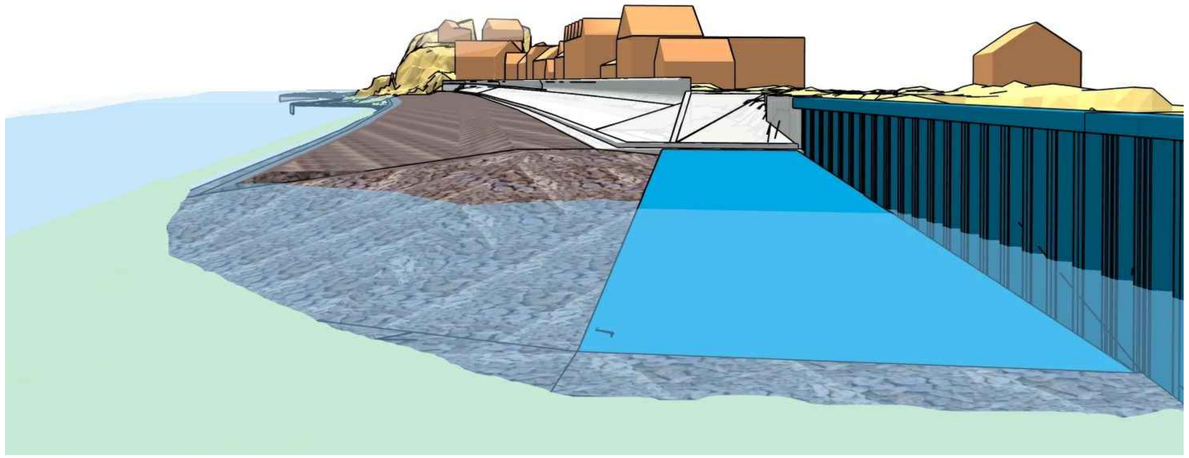
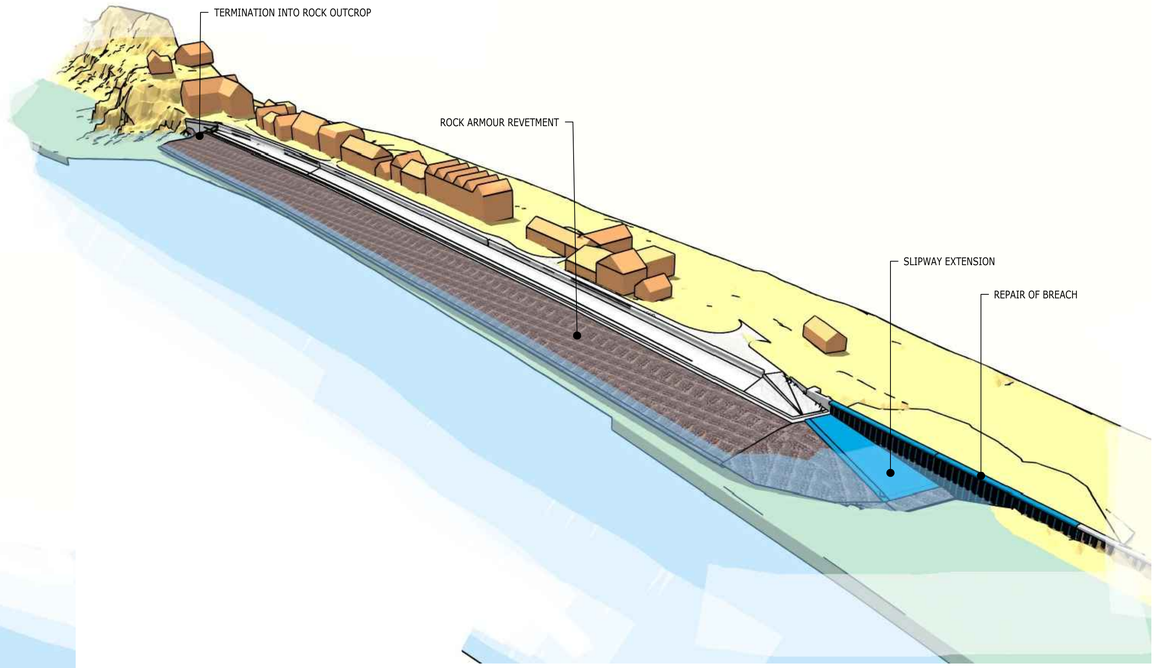
1620019079	AS SHOWN	BH	A1

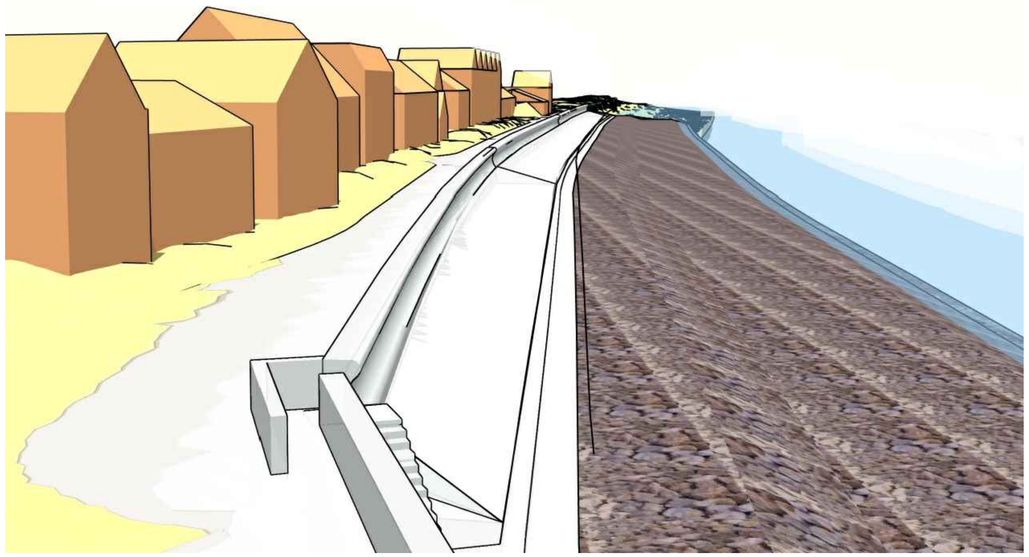
Drawing No:	Rev:
19079-RAM-01-00-DR-CM-0141	P01



NORTH SLIPWAY ASPECT



AERIAL VIEW LOOKING SW



SOUTH PROMENADE ASPECT

Notes

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DETAILED DESIGN

TORCROSS
COASTAL DEFENCES

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3D VISUALISATIONS

Project No:	Scale (@A1):	Drawn:	Status:
1620019079	NTS	BH	A1

Drawing No: 19079-RAM-01-00-DR-CM-0142 Rev: P01

Some design related FAQ's

Q1. What about other solutions ?
There *are* potentially other options (eg beach re-charge; rock groynes; offshore breakwaters….) which further analysis *might* demonstrate to be 'preferred' (eg cheaper, less impact, look better etc) but given our knowledge of the dynamic coastal geomorphology at Torcross and the natural trend of beach lowering there, our judgement was that it was quite likely that for one reason or another these actually wouldn't work effectively, or would actually cost more, or both.

Critically it would have taken probably 12-24 months of detailed modelling and studies to demonstrate one way or another. This conflicted with the fundamental project objective of an *urgent* response to an emergency situation – which was the exceptional justification for the funding. Delaying a response to undertake this detailed analysis might well have undermined the prospect of getting funding to do anything at all, at least in the foreseeable future.

We therefore focused on rock armour – because it was the 'obvious' and reliable solution that addresses the issues arising from the beach lowering, and which we are confident will continue to provide future resilience. It is a similar solution to the design at Beesands (South) – which performed very well from a flood defence perspective in the same storm conditions.

But we recognise that this *will* change the beach environment in front of Torcross.

Q2. The shingle has already started to come back so why do we now need the rock armour?
We know that beach levels at Torcross naturally fluctuate. Detailed work over many years by the University of Plymouth show that (in broad terms) whilst southerly winds remove shingle from the Torcross end of Slapton Sands, easterly winds bring it back – and this is exactly what has happened recently.

Moreover, the January's events showed just how *quickly* very significant beach loss can occur during periods of high energy storms. The beach levels at Torcross dropped by over 2m to their lowest levels on record - in as many weeks.

We cannot predict when this might happen again, but we believe that it is likely that it will – and we have seen the impacts that can have. The prevailing weather is southerly and the overall long-term trend at Torcross is one of beach lowering.

The rationale for the project is therefore to mitigate for this (current or future) beach lowering by placing rock armour at the toe of the Sea Defences. If beach levels are naturally high then the rock may just be fully or partially covered in shingle. However, if beach levels are naturally low, then the rock armour will be there to absorb much of the energy of the breaking waves and cover the toe piles that would otherwise be exposed.

Q3. What will happen to the shingle that is dug out for the rocks ?
The shingle immediately in front of the toe piles will be excavated to the design level to enable the rock armour to be placed. The exact amount will depend on the beach levels at the time.

The excavated shingle will be pushed back to create a temporary bank on the seaward side of the works, helping to protect the works. It is intended to then leave the shingle to disperse through the natural processes. This might mean it accreting back over the top of the rock armour, or being carried off shore by the currents. Either way we expect it to remain within the Start Bay closed sediment cell, so it will circulate naturally according to the weather patterns.

Q4. How long will the rock armour last?
The rock itself will last indefinitely, however the design life of the 'rock armour design' has been set to the year 2060. This broadly aligns with the anticipated change in coastal management policy set out in the Shoreline Management Plan (SMP), from "Hold the Line" to "Managed Realignment" which is nominally in 2055.

A key factor in the engineering design of the rock armour is estimating future beach levels. If beach levels drop, the toe of the rock armour will also drop and the section will settle and rotate, becoming steeper. If it becomes *too steep* it will be at risk of losing its structural integrity and falling apart during high energy storms. Also, as beach levels drop, breaking wave energy at the defences will increase making this more likely.

We have undertaken a detailed statistical analysis of 20 years of beach surveys and the long-term trends they show. As a result, we predict that by 2060 average beach levels at Torcross may be 3m lower than they are today (at which point the beach at the toe of the existing sea defences would be almost permanently submerged at all states of the tide).

The design is therefore based on that assumption – and makes allowance for 3m of future beach lowering and the gradual settlement of the rock armour section that would be expected to occur as a result.

This of course is an estimate-based design assumption. The vagaries of future weather events and climate change impacts, and their effects on Torcross's very dynamic coastal geomorphology are impossible to predict with certainty. But we have taken a rational and evidence-based approach which gives us confidence that the rock armour will remain effective without the need for significant maintenance for several decades at least.

Consenting timeline

Environmental Impact Assessment (EIA) Screening Opinion request submitted to: South Hams District Council (SHDC) Marine Management Organisation (MMO)

21 May

EIA Screening Opinion determination period by SHDC and MMO

Preparation of Consents application. Public engagement event

May to July

EIA Screening Opinion decision received from SHDC and MMO. Consents submission (dependent on EIA Screening Opinions)

July

Consent determination

Construction commences (dependent on consents determination)

Sept/ Oct 2026

A variety of documents to support the consenting process are currently being prepared to appraise the potential effects of the proposed development on the environmental sensitivities.
These include:

MCZ Assessment	To assess potential effects on the MCZ and its qualifying features in accordance with relevant legislation and guidance.
Extended UK Habitat Survey	Undertaken on 03 June 2026 to understand the habitats that lie within the onshore portion of the site boundary.
SSSI Appraisal	To assess the potential effects on the SSSI and is qualifying features.
Water Framework Directive Assessment	To assess the potential effects on ecological and chemical status of the waterbody of Start Bay.
Enhanced Written Scheme of Investigation	Details how archaeological work will be undertaken during construction including a targeted archaeological watching brief, with reporting and archiving where required.
Landscape and Visual Appraisal	Considers the potential effects on the South Devon National Landscape and the relationship of the proposed development to the South Devon National Landscape Management Plan.
Marine Plan and Policy Statement	Demonstrates that the proposed development accords with the policies set out in the South West Inshore Marine Plan and other relevant plans.

RAMBOLL

Environmental considerations

Terrestrial and Marine Ecology

The site is located on a stretch of shingle and sandy beach within a naturally dynamic coastal environment. It lies close to several designated nature conservation sites, including Slapton Ley Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR), as well as the Skerries Bank and Surrounds Marine Conservation Zone (MCZ). In addition, nearby local wildlife sites, including Beesands Quarry and Torcross, contribute to the ecological importance. Together, these sites support a range of birds, marine life and other protected species, alongside notable coastal habitats such as vegetated shingle.

Cultural Heritage and Marine Archaeology

Characterised by a well-documented archaeological and historic landscape shaped by maritime activity and 20th-century military use. Three listed buildings: Thrift Cottage, Start Bay Inn and Sea Breaze Café, are situated to the west of the site boundary. In addition, a World War II tank memorial is located within the Torcross car park; although not statutorily listed, it is recognised as being of local heritage importance. One known item of unexploded ordnance (UXO) is also recorded within the site boundary.

Seascape, Landscape and Visual Amenity

The site is characterised by open sea views, a strong maritime setting and a mix of natural and built features, sitting next to the South West Coast Path and within the South Devon Heritage Coast, making it a well-used and valued landscape for residents and visitors. At Torcross, the seafront already includes features such as the coastal road, seawalls and rock armour, which are a familiar and established part of the local landscape.

Coastal Processes and Sediment Regime

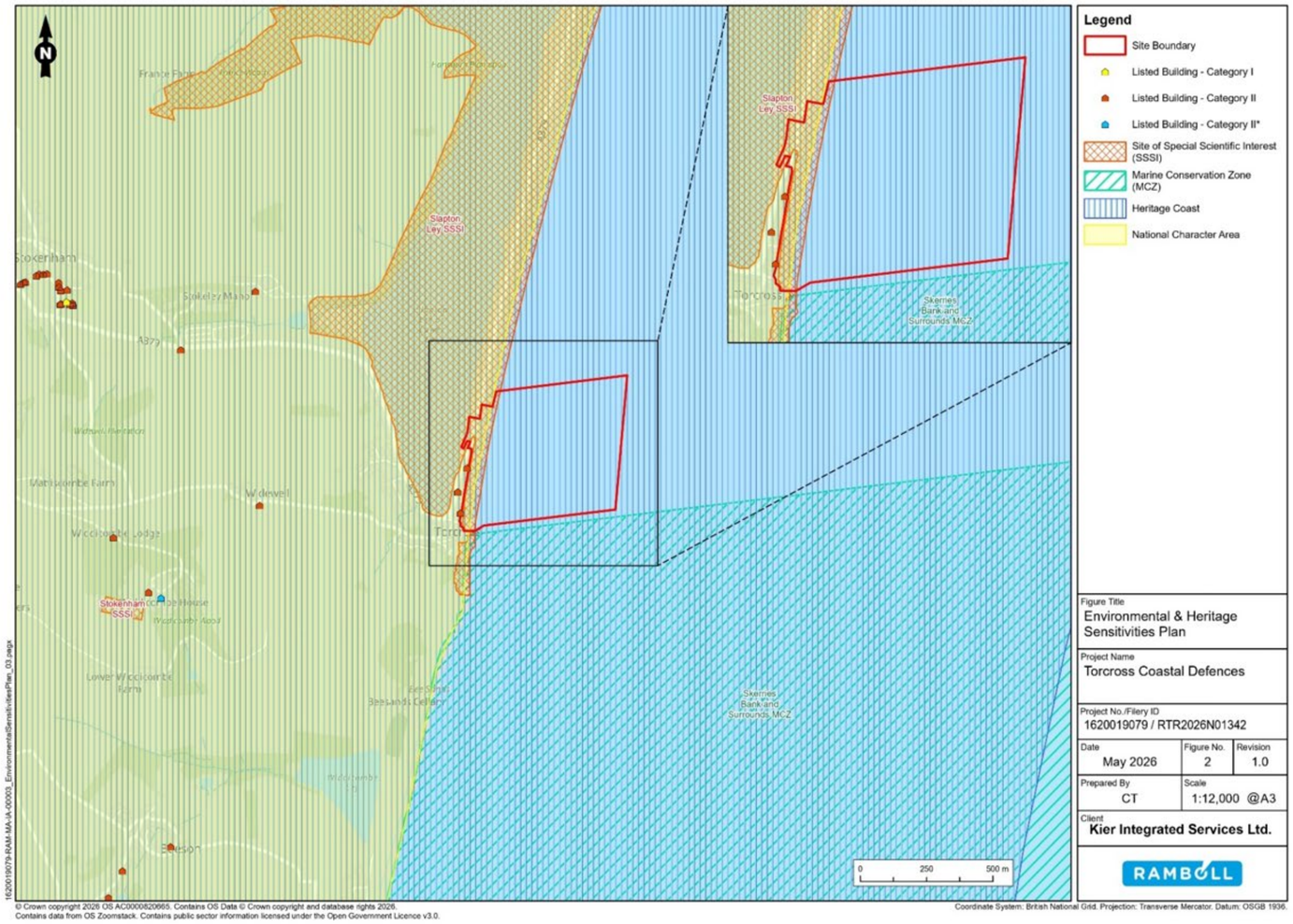
Water quality is good and the beach is made up of natural materials like sand and shingle. The coastline is constantly changing due to waves and tides, with sediment moving along the bay but generally staying within the wider area. This means the beach naturally shifts and reshapes over time, especially during storms and seasonal changes, while remaining part of a stable coastal system.

Noise (Airborne and Underwater) and Vibration

Everyday noise already comes from the village, beach, road and visitors, especially in the summer. Nearby, Slapton Ley is an important nature site that supports a wide range of birds and wildlife, including wetland species and otters. The surrounding sea also supports common fish species typically found in shallow coastal waters.

Key environmental sensitivities

- South Devon National Landscape (and National Character Area) (within the site boundary).
- South Devon Heritage Coast (within the site boundary).
- Slapton Ley SSSI (within the site boundary).
- Category II Listed Buildings including Thrift Cottage, Start Bay Inn and Sea Breaze Café.
- A World War 2 (WW2) memorial is located in the carpark at Torcross, although this is not listed.
- Skerries Bank and Surrounds MCZ.



Construction programme and planned dates*

Site Mobilisation: August / September

The project team will take possession of the entire car park for the duration of the project.

Public access to the toilets and the Tank monument will be maintained and a diversion to reroute the South West footpath around the compound will be put in place.

Construction plant, sheet piles and other materials, and the smaller filter layer rock will all be delivered by road. The larger 1-3 tonne and 6-10 tonne rock will be delivered by sea, and brought to the shore on barges.

Rock drop period: September - November 2026

Rocks will be dropped off near the shoreline from the barges at high tide, and collected by excavator during low tide. The 1-3t rock will be stockpiled, whilst the 6-10t rock will be strung out, creating a temporary protective line of rock armour parallel to the works.

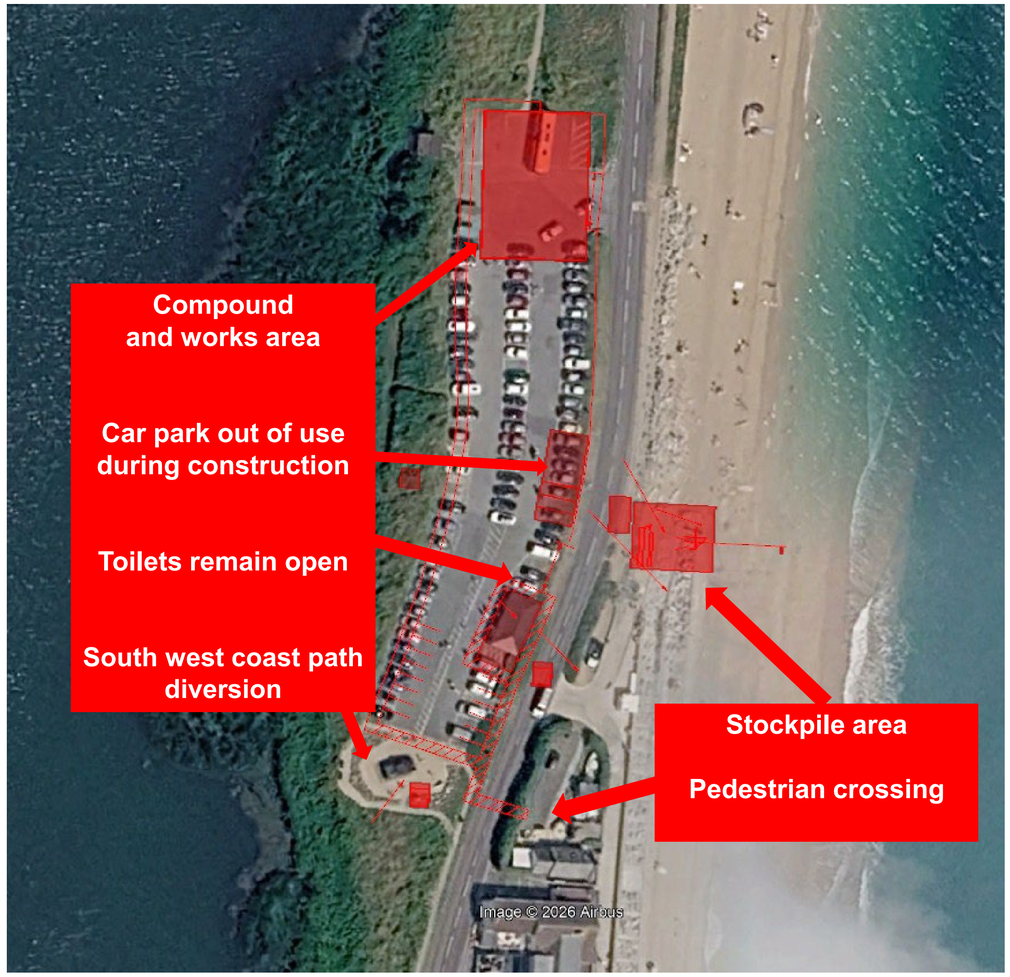
Commence Rock revetment works: October 2026

Commencing at the southern end, we will construct the rock armour in 5 metre panels per tide.

Piling works (slipway & car park defence) followed by infill the car park breach: March 2027

We will need to work to the tides throughout – day and night.

Demobilisation: Proposed June 2027



IMPORTANT CAVEAT: This programme is based on shipping availability and our aspiration to start construction as soon as we can. However there is still uncertainty as to how long it may take to get the necessary Consents. We are working very hard to expedite the processes but this is not entirely in our control. It is quite possible that the project start may be pushed back in time as a result.

KIER

Proposed Kier Compound

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Planned construction overview

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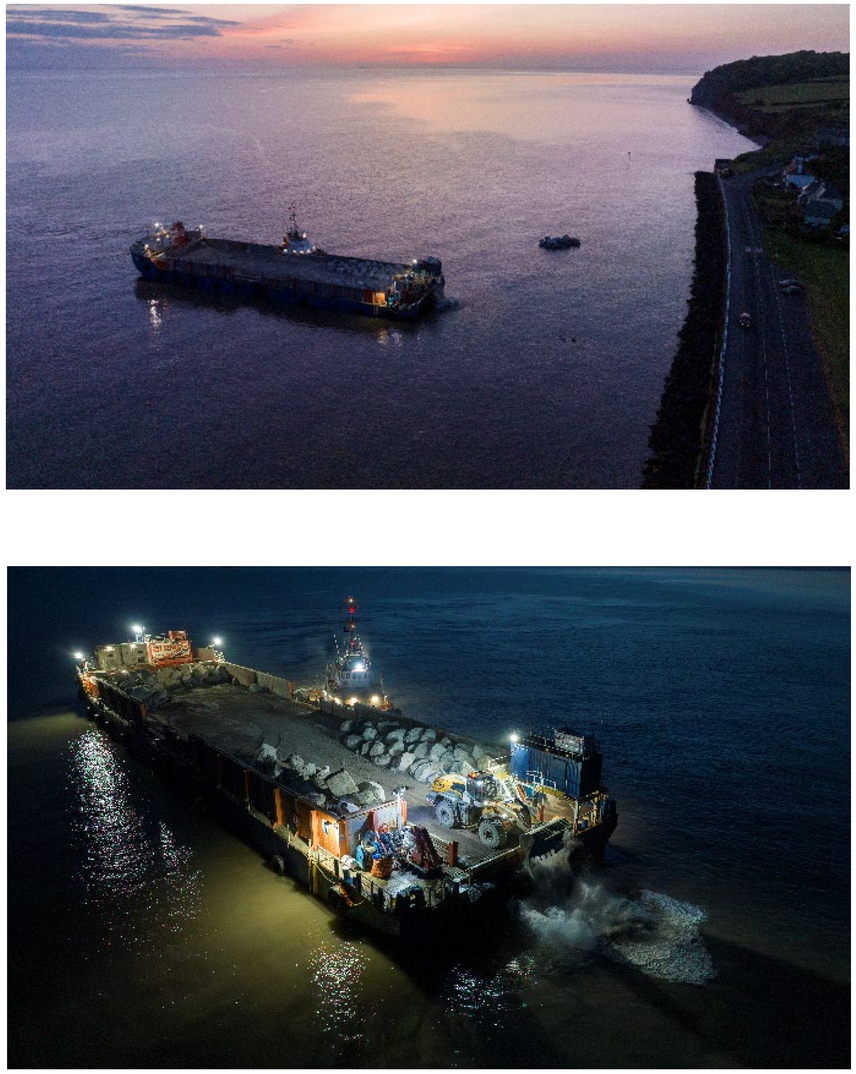
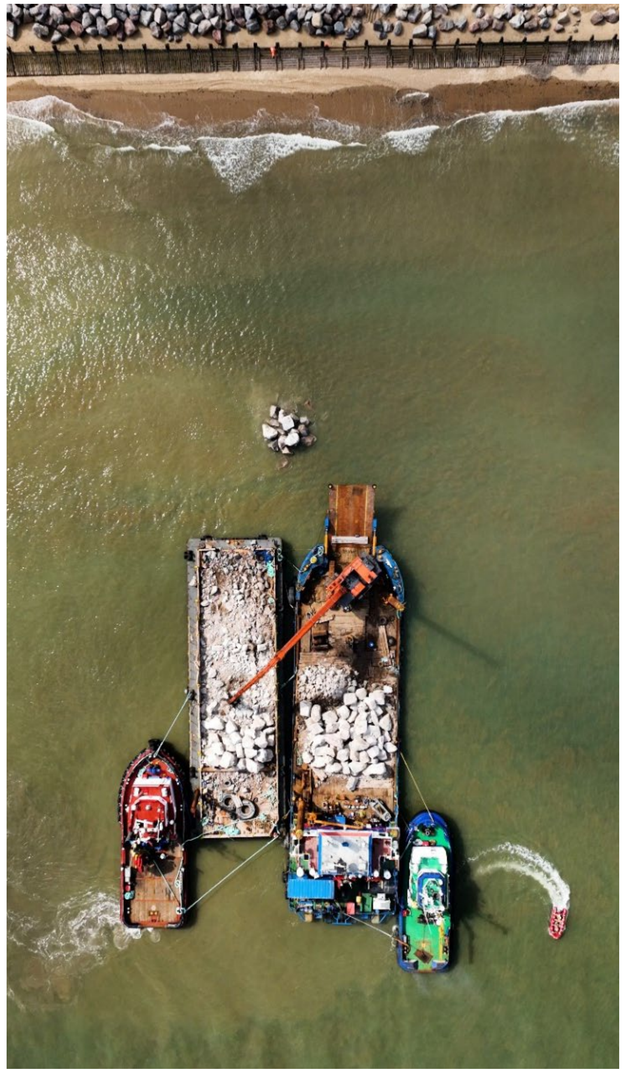
Examples of transhipment and discharging to the shore





Images from the Environment Agency Minehead Rock Armour project, delivered by Kier in 2023

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