

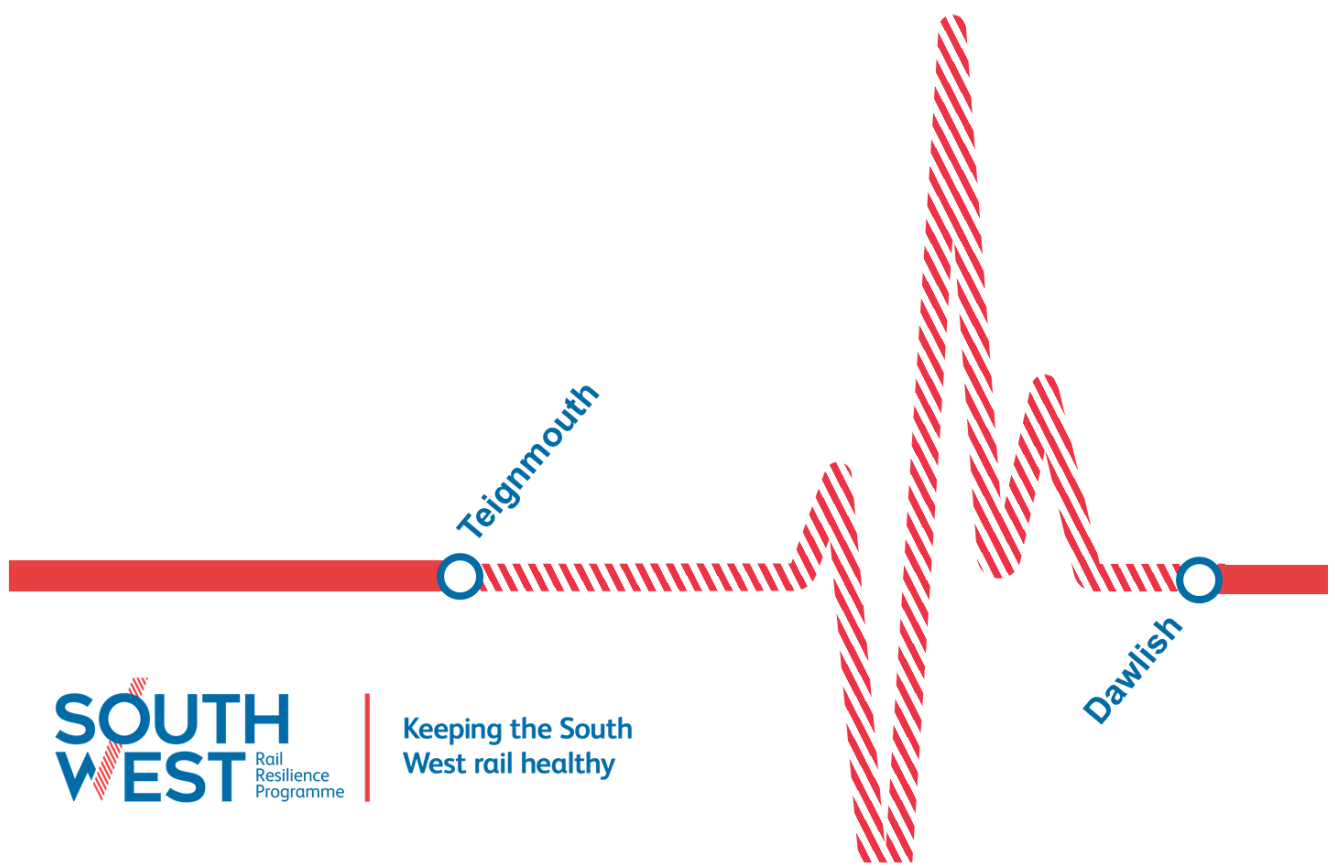
Parson's Tunnel to Teignmouth Resilience Project

Public consultation 20 January – 1 March 2020

Any further comments?

These are public responses to the question 'Any further comments?' and were received by post or at events via the printed response card, or via the online consultation hub.

The comments are verbatim with no changes to spelling, punctuation or grammar in order to faithfully reproduce what was submitted. Names of individuals and/or personal information that may identify them have been redacted.



Do you have any further comments on the proposals?
Taking it out to sea or inland for long term goal of saving the line.
Enhance the Southwest Rail Service - Let's get Tavistock back on the rail network!
No
Excellent balance of function vs amenity
Just recognise the importance to the south west of this Trainline and am frustrated by the stupidity of some people and the ignorance of others who do not realise that if we lose the train line then it is Teignmouth that will suffer.
As a true local born and bred T'mothian of three generations, I feel that I am well qualified to state my viewpoint in favour of the proposed scheme. In my opinion it will be a distinct improvement to the town together with a potential tourist benefit.
The majority of those against appear to be incomers to the town. In addition very few of the loud voices rarely use the beach, at least not pass the Teignmouth spray point sign.
Well done Network Rail on the proposal and full steam ahead or should it be electric!
The railway must be saved and protected for future generations
No. Perfect
Would like the service to be reliable during bad weather.
Very good but needs to be done ASAP
No - Carry on
As soon as possible please
Just get on with it
I am concerned of the loss of beach at high tide.
This proposal is, in my opinion, akin to using a sledgehammer to crack a nut. My primary concerns are : 1. The environmental impact of your proposals are both unproven and potentially catastrophic both to marine life, human habitation in the area, jobs and productivity and has the potential for local devastation. 2. You have grossly overstated the relevance of the cliff fall in 2014 in closing of the railway. The main problem was, as is very well documented, the complete devastation of the sea wall at Dawlish. Monitoring of the cliff face between Dawlish and Teignmouth since that time has shown little movement during a period when we have witnessed increasingly tempestuous storms. 3. The environmental impact during the construction period has been significantly underplayed involving millions of tonnes of concrete and the transportation of silt and bedrock from the Isle of Wight. 4. Having attended your consultation event at Teignmouth Pavilions, I was dismayed by the inconsistencies in many of the answers to my questions and the number of "don't know" answers from many of your staff. 5. There appears to be no, plan B, should a severe winter storm destroy the works part way through the build process leaving the existing wall at a point of no return. 6. The effective removal of Sprey Point which acts as a natural barrier against sand and wave drift in the case of severe Easterly or South Easterly gales will, potentially, lead to a severe build up of sand on Teignmouth beach and around the harbour area and could easily lead to devastating flooding of both Teignmouth and Shaldon. Talking to your representatives at the consultation event, it appears that, to date, very little work has been done in order to evaluate

these risks.

7. There appears to be little will on NR's behalf to consider alternative solutions, many of which would be less costly.

8. A reasoning behind NR's proposal is to keep the existing line running. Have there been any public consultations, amongst rail users, to assess willingness to rely on buses for a couple of years?

Could I suggest using Dawlish Warren and Totnes as railheads. Both stations have four running lines which would enable existing trains (including 10 car IET sets) to terminate and reverse with sufficient long distance and local train sets retained on the Cornish side to provide an effective local service.

The bus replacement service would need to be properly organised and co-ordinated to avoid the "chaos" that currently occurs when rail replacement transport is implemented.

9. Has there been a meaningful assessment conducted into the affect of your proposals on the people of Teignmouth, its environs and visitors ?

Potentially the effect and upheaval will be enormous. From the consultation event it seems unclear at this stage as to exactly how plant and materials will be conveyed to the site, if there will be significant cross town traffic, how and where plant and materials will be stored, will there be significant extra marine traffic using the harbour and where will the multitude of workers be housed?

It seems illogical to be asking for approval for any scheme until these questions have been properly addressed.

10. What proof exists that your scheme will add extra resilience to the line between Dawlish and Teignmouth?

This is particularly pertinent both to the cliff face and to the proposed new railway. It does appear that very little heed has been paid to the effect of rising sea levels and to the increasing incidence of high winds and associated wave action.

So.....10 points raised. None of them is new and have been discussed by others but they are all points which need careful consideration.

It appears to me that what NR are proposing is a poorly thought out scheme that pays little heed to local feelings or to environmental issues.

I urge NR to think again and come up with a scheme that retains the appeal of the existing wall, causes less local disturbance and is environmentally sympathetic.

The proposal to construct fencing such as is used for death row in American penitentiaries is entirely wrong. The existing low walls provide an entirely sufficient protection for both trains and walkers. It is truly horrible that Railtrack should contemplate spending many millions of pounds to destroy this beautiful area of coastal path.

This will not provide resilience for the service to the area West of Exeter. The priority should be to open an INLAND route by reconnecting Plymouth to Tavistock allowing a service to run Plymouth to Exeter via Okehampton.

Yes - your consultation proposal believes that we live in a monoglot English-speaking south-western Britain. Your survey should be available to people in Cornwall whose principal language is Cornish.

You fail to realise your responsibilities on this matter since Cornish is a fully recognised indigenous language of Britain.

These works are short-term. Long term there needs to be an alternative route.

Worry that building out to sea and rising levels of the ocean has not been fully considered
Need to revive the inland connection from Okehampton to Newton Abbott!
We need major investment in our rail service if we are to meet carbon emission targets
I travel from Totnes to Exeter on a daily commute, alongside many others. The only realistic alternative is a long and congested car drive. It is critical that the railway line is made more reliable and resilient as soon as possible.
This is a vital link with London for the South West
This line is the only link to South Devon and Cornwall and needs to be maintained for now and 5ge future. Husband and myself use it daily for work, as do hundreds of others. It is essential to keep it.
EIA and environmental works needs to include UNESCO GEOPARK and MARINE SAC for Torbay and Lyme Bay respectively.
Great consultation as usual. Thank you. Great experts - easy to talk to.
View is important but willing to compromise for cost and safety.
As a frequent and regular train user I wholly support the proposals
It looks great to me - I hope it goes forward
This is just what we need!
Priority is strength of railway. Do whatever you need to do. Thank you so much
Inland service track is good to maintain the line and keep it open.
See above re access to beach @ Holcombe it needs to be pleasant rather than damp + dark + anti social.
Cross country should have replaced voyagers with redundant GWR HSTs, giving more capacity and also HSTs were able to travel along the sea wall in worse conditions.
The bare concrete surface detracts from the pleasure of the beach. It would be preferable if it were faced with rock.
The fiasco of Dawlish Warren works convinces me that trying to plan 50 years hence is playing King Canute. Works done recently the response to problems have clearly been very successful as my daily commute has been interrupted only once in two years by weather, sadly more often by suicides. Colleagues on long distance trains fare far worse because of stoppages due to flooding in Somerset levels, always blamed by hearsay on 'Dawlish ', which spreads paranoia and has spawned this politically motivated and expensive eyesore.
The current proposals whilst addressing the cliff issue still are open to large waves, which a tunnel wouldn't be.
I consider any route via coast non-sustainable

I feel more information is needed on the effect of sea currents and sand drift on the neighbouring coastline. I was taken aback at the Network Rail consultation to hear that some of the back-fill between the proposed line and the cliff is to be obtained by dredging sea "aggregate". What will be the consequences of removing huge quantities of this from the sea bed?

How will the proposed height of the new railway will be calculated when predictions for sea-level rise are changing all the time? For instance, on 7th February 2020 this article appeared in The Independent, and is a forecast of just one consequence of climate change.

"Climate crisis: Massive hole opens up under Antarctic glacier which could lead to catastrophic sea level rises. A massive hole has been discovered in the Antarctic's so-called doomsday glacier suggesting it may be melting even faster than scientists have long feared. The massive Thwaites ridge would send sea levels surging by up to two feet if it dissolved completely – enough to submerge major coastal cities across the globe. Because the UK-sized chunk acts as a barrier protecting the vast West Antarctica, its melting would also destabilise the entire region by exposing it to warmer waters. Now, scientists say a cavity beneath the glacier is far larger than previously thought – making it far more vulnerable to collapse. The void, in total, is about six miles long and 1,000 feet deep — representing the loss of some 14 billion tons of ice."

Is it possible to protect the existing structure by piling up granite blocks against the sea wall to break the wave power - as Cornwall Council did along the coast between Donderry and Seaton (Cornwall) beaches in 1982/3, along with lowering the gradient of the soft-rock cliff face. This has worked well,

Implications of disruption?
Financing (PPI is immoral?)

Has consideration been given to reopening alternative routes, eg Plymouth - Oakhampton, Newton Abbott - Exeter so that there are strategic diversionary routes available? Re establishing the Plymouth-Oakhampton route would bring multiple strategic, economic and social benefits to that corridor and enable engineering works to be undertaken on the vulnerable Teignmouth Dawlish line under full line block conditions (with associated construction cost savings associated with avoiding the need for possession working). The options were of course reviewed following the devastating collapse of the Dawlish sea wall probably 10 years ago but I see have never been pursued. The political and economic climate have changed in the interim and more and more Cornish folk are dependent on the railway's link to the rest of the UK. An alternative route with diversionary potential would bring instant benefits to the South West rather than rebuilding existing infrastructure in what can be a very hostile environment. I suspect the cost of the current proposal will be approaching £1bn at least. I would like to know what the estimate is please and how this compares with reinstating the old LSWR route through Tavistock.

<p>Pleased that the old 'diamond' wishing stones are to be re-laid which have been a part of my walks for over 60 years.</p> <p>Will be sorry to lose the old Sprey Point, as this is sentimental to me. We saw the Queen on the Royal Train there before the Coronation, have photographs somewhere.</p> <p>Not keen on the resulting colour of the finish, although I can understand the problem of getting a more appropriate finish. Probably not enough of the red sand to use in the construction.</p> <p>There appeared to be a parapet along the Teignmouth end of the wall, not sure if this would be resistant to the sea in an easterly spring-tide gale.</p> <p>An offshore armour-rock breakwater could ease the sea action at the wall site.</p> <p>Thank you</p>
<p>Current model seems to be working</p>
<p>Psychological research (search: 'Blue Prescription') suggests maintaining engagement with the sea is very important.</p>
<p>I broadly support these new proposals. However the addition of a cycle path would make these plans much better, as well as full footpath access.</p>
<p>Get on with it as quickly as possible</p>
<p>Include cyclists in this project as a matter of urgency.</p>
<p>If the new incoming government policy is indeed to increase regional connectivity, work with the department of transport to look at reopening the Exeter Okehampton Tavistock Plymouth Ex Southern route after the coastal route has been secured</p>
<p>I am concerned about the short and long term impact to the environment both during the construction period and once work has completed. This includes the method of construction planned and the impact on sea, shore and bird life. The erosion of sand from beaches in Teignmouth, Shaldon and Ness beaches is of major long term concern.</p> <p>I have not seen an environmental impact report.</p> <p>From the information provided it appears this is an innovative design. What are the risk factors with this and how will Network Rail ensure that there are no detrimental amendments to the proposals.</p>
<p>I really want to feel like we have used the best technology possible in this project and not just gone to the lowest common denominator. Please can you reassure us that you have collaborated or sought counselling from project managers around the world who have had to deal with the sort of problem we are dealing with to ensure that this stretch of coastline and environment is not decimated unnecessarily. I would hate for future generations to look back and view this as the equivalent of 1960's concrete housing blocks. It needs to be beautiful and environmentally protective as well as resilient!</p>

<p>The current set of proposals are an improvement on the original designs because more of the beach has been retained, but the option of regrading the cliffs along the section of the project where it's suggested that the sea wall should be extended should be explored further.</p> <p>As one of the land owners bordering the railway line I've been very disappointed at the lack of direct communication from Network Rail about this project. Whilst we've received leaflets about the public meetings it is only in attending the public meetings and talking with Network Rail representatives that I have discovered that land which I own is likely to be subject to a compulsory purchase order. Whilst the woodland in question may not seem of particular significance to Network Rail it means a lot to us and it was distressing to see that it is likely to be lost so that buttresses can be built. Under the current plans very few people will have land lost as a direct result of the plans. I think Network Rail could therefore find the time and have the courtesy to talk to us directly about the potential loss of this land, rather than us having to learn about it in a public consultation.</p>
<p>Very keen to see the full results of the EIA.</p>
<p>How do you propose to protect the new buttresses (made of marine/sand) from being eroded as flooding becomes more of an issue this century (based on latest UN report, Sept 2019)?</p>
<p>I do not understand why there are proposals to change the railway. The cliff hasn't fallen since 2014 as far as I know, and since then I understand it has had netting and monitoring equipment installed, so why the need to move the railway, and not just monitor the movement, if any, of the cliff.</p> <p>Moving the railway into the sea seems insane to me. Particularly as sea levels are supposed to be rising. Trains only stop running or are delayed when the Cross Country rains short out due to their unsuitability for this track.</p> <p>There seems to be a total disregard by Network Rail for the environment and sea life on this beautiful beach, that at times is covered in rock pools full of wildlife.</p>
<p>Environmental impact not evaluated before plans made, too much taken as done before consultation</p>
<p>Computations do not add up? Time the train is out of tunnel, it will not be able to climb 2m rise over the sea. Beach is not as wide as you portray. Train will be at greater risk from sea.</p>
<p>I think the need for the project has been exaggerated. It says in the public consultation leaflet that the landslide in 2014 resulted in the line closing for 6 weeks. However, the main reason for the closure of the line was the damage to the line in Dawlish and this is now being addressed. The latest information indicates there is only a small section of the cliffs deemed to be 'high hazard' where there is a risk of the line being closed for greater than 48 hours. It is also not known how effective the new sea wall will be in Dawlish in protecting the railway from the sea which is the main reason for line closures. I think it would be better to wait to see what the impact of this is before proceeding with the work between Holcombe and Teignmouth.</p>
<p>Get on with it ASAP</p>
<p>Please - just do it!</p>
<p>Electrify the line.</p>
<p>I think they are excellent plans & it is a shame that they have been misrepresented so badly in many social media and broadcast strands. The work needs to be done to preserve the railway artery to the local economy and provide resilience for future climate events</p>
<p>Please keep cyclists away from pedestrians</p>

Fight as hard as necessary against the hysterical and UNNECESSARY 'save the beach' campaign.
Please try to talk to local campaign people to find resolution.
My main concern is that the rail line is kept. We moved here because of the rail and would have to move away if it was lost as I do not drive.
Needs starting Asap to get it done
It looks amazing cannot wait for it to be done
The protests against the works are ridiculous. The beach will not be lost but reform next to the proposed improvement.
It is essential to keep this rail line open at all times
keep up the good work
keep up the good work
Wonderful
You have produced a very good plan to save our railway, my grandfather was a stonemason in Dawlish so I want to keep our railway, thank you for working hard to produce this presentation
They could not be uglier or more unsustainable. Abandon these plans and start again.
Your plan is monstrous and heartbreaking! I have seen far better options that could make the cliffs and railway line safe! I for one know how walking here improves mental health and you plan to destroy people's wellbeing by pouring concrete all over it!! Shame on you 😞
Whilst the plans to concrete and move the railway are to be applied to just a section, the impact on the rest of the surrounding beaches is unknown. However, if signs from the EA work done in Dawlish Warren are an indication then it is likely we will see sand loss along the whole stretch. The impact on the important marine life and biodiversity is also too great a cost. There are alternative coastal management schemes which could work in better harmony with the environment. Furthermore, our town has actually faired ok since the financial crash in 2008 however the number of empty shops/units has increased dramatically since 2010. Without the businesses which rely on tourism then we will see further degradation to our town.
The amount of concrete and massive rocks is a complete eyesore. The huge loss of beach is unacceptable.
Beach is priceless all year round community amenity!! People's heritage. Proposed beach wall aesthetically HIDEOUS - too industrial and 1960s concrete block building - wait for specialised research results - work WITH nature not against. Outpourings of concrete will not be successful. Consult Japanese engineers...
spend some money and build it out to see, it's probably wise considering the rising sea levels and the beauty you will be destroying.
See 3 above

<p>The only example of a landslide you give is in 2014 so it is fair to say this is a rare occurrence. You seem to want to use a sledgehammer to crush a nut. Alternatives to your plan seem to have been dismissed out of hand. The development you propose is not in keeping with this beautiful coastline, it is a grey concrete monolith. Far too much of the beach will be lost. You have not made it clear to locals how much of their beach they will be losing and that for 8 years whilst you are building they won't be able to use the beach at all. The environmental impact report should have been available to the public during this consultation. I feel this public consultation process has felt more like a 'sales job' by Network Rail and that you have decided what you are going to do and are now just going through the motions, you are offering a 'fait accompli'.</p>
<p>This is an ill conceived concrete monstrosity with no thought for the environment or the local tourist economy. With all the issues in Dawlish with foundation and bad weather the proposed plan will amount to environmental murder.</p>
<p>Strat again - involve the local people from the very beginning</p>
<p>Another big concern is the disruption a long term project such as the one proposed will have not only to the town in respect of daily life, or even the effect on the vibrant tourist industry that fuels the towns income but the effect it will have on the environment in terms of wildlife and sand movement. As I understand this survey is yet to be completed.</p>
<p>The reduced destruction of beach is welcome. The revised proposals for the Parson's Nose to Teignmouth Section are a better attempt at replacing the amenities lost but still seem to take more beach than is necessary.</p> <p>In particular, it is not clear that the geotech solutions at CBU4 and CBU6 are necessary to achieve the stated resilience requirements for the project. Alternative solutions should be considered that further reduce both the impact on the cliffs and the loss of beach - especially at Sprey Point and towards Teignmouth. This could also reduce the need for rail re-alignment on the Teignmouth side of Sprey Point.</p>
<p>Informed this work would be done over 3 years and severely limit access - this would be a tragedy for me</p>
<p>The current proposal would be catastrophic for Teignmouth. Please think again - you can do better!</p>
<p>It is important to retain the character and amenity value provided by Brunel's existing wall. Key features to retain:</p> <ol style="list-style-type: none"> 1. Cobbled footpath and stone benches, by recycling existing natural materials. 2. 'Teignmouth' Sign, which should remain on the seaward side providing climbing and photo opportunities for visitors and families. Also a landmark for passing train passengers. 3. Trees and green space/planting as currently provided at Spray Point. 4. Natural colours and textures of the new wall to blend with the red sandstone cliffs and beach. 5. Could some sections (however small) of the existing wall be covered in glass panels or a membrane to provide a historic reference to Brunel's structure? Similar to what is done with some listed buildings and structures to highlight and celebrate the 'old' as well as the new, and to continue to act as a historic attraction for visitors to admire.

It could be done without losing our beautiful beach
I feel Network Rail's current proposal fails on a number of points. Network Rail should invest in securing the long-term viability of our iconic and vital coastal railway in a more ethical and inclusive manner that a) doesn't go against all the science about climate change, b) doesn't contribute to the devastating, and in some areas irreversible, impact we are having on the environment, and c) results in 8 years of brutalist construction that will affect our town's tourism and marine industries.
Only that you please read the detail above. There are other options, look to the alternative rather than this proposed destruction.
I feel very misled as the model was not to scale and should have been built at high tide or at least mid tide with a clear view of where the current wall is so we can see the difference. The minimum of improvements should be made to preserve the beach and the wall. Also full environmental assessments and impact on the community assessments must be made before the proposal progresses any further.
Brunel's wall is historic. We [will] lose too much heritage
<p>The rock revetment is highly objectionable as it prevents extended beach walks during low tides. Especially during spring tides it is currently easily possible to walk the beach past Spray Point.</p> <p>The new wall and path alignment states it will not exceed the existing projection at Spray Point. This is a positive, and if not for the rock revetment it would still be possible to walk the entire beach length from Teignmouth to Holcombe subject to tides, as many people do currently, with large numbers drawn during the lowest spring tides of the year.</p> <p>A wave-return wall would be far more acceptable than the proposed rock revetment.</p> <p>I still consider the plans to re-align the tracks out to sea to be an over-reaction to the cliff collapse of 2014. These events are extremely rare and can be mitigated with further drainage, pinning etc. In the unlikely event that a land slip still arises at some point in the future it can be cleared away and deposited on the beach as nature intended to improve coastal resilience. If re-alignment must still happen then the affected stretch should be further reduced to just the highest risk section.</p> <p>Materials used will be very important. Brunel's wall is a work of art made of natural stones and blends perfectly with the cliffs and beach.</p> <p>Any new wall colour could be matched to the red sandstone using a dye. Stones could be recycled wherever possible, such as a cobble footpath, stone benches etc.</p> <p>Could some/(all?) sections of existing wall not be retained or used to clad the new wall with a protective membrane or glass covering applied to improve resilience? As a minimum a mould could be taken of the existing stone wall for casting new sections.</p>
<p>We have just bought a holiday accommodation business on the seafront of Teignmouth putting all our savings and borrowing a large sum also. I would like to know how Network Rail will pay us compensation as all the railway work will seriously affect our business and earnings.</p> <p>The main reason we moved to beautiful Teignmouth was for its beautiful coastline which could be taken away for ever.</p>

<p>How can you call a public meeting(s) when you don't have the correct studies in place/to hand, The previous prime minister (Ms May) stated that money would be no object to rectify this issue. There are options open to you, including switching to the "outside line" for all train traffic to allow rock shelters, regrading of the cliff to increase its angle of repose, compulsory purchase of land to enable to carry out these works, etc. I and the community feel you have only look at the most cost effective proposal and not taken into account the environmental consequences, this is born out by the fact you have not been able/unwilling to provide the aforementioned studies.</p>
<p>The current plan is completely misleading and inaccurate, also an insult to people's intelligence.</p>
<p>I totally support the maintenance of the rail link for the South West, the service is vital. However this proposal is ill thought out & some statements made within the proposal and pedalled at the consultation sessions are misleading. The line was not closed for 6 weeks due to cliff fall in 2014. Whilst the line was closed because of the storm/sea damage to the track in Dawlish you took the opportunity to wash down large quantities of soil & rocks in the Teignmouth area & that work may have taken 6 weeks. Looking at the track record of rail projects locally & nationally I would be very surprised if the proposed work came in on budget or timescale and for this reason alone a further independent review of options should be undertaken. The environmental and economic impact of such large scale devastation MUST also be considered.</p>
<p>This is architectural vandalism on a biblical scale - you wouldn't do this to Paddington or the Tamar Bridge</p>
<p>As above secure the cliffs take responsibility and do what is right we all agree we need the railway but please do not destroy a beautiful sea wall and beach to do it</p>
<p>Environmental concerns have not been addressed The beach as we know it will be destroyed No access will be available for surfers/kyackers from Smugglers Lane The model displayed is inaccurate Questions raised by myself and others were not addressed So many more comments could be made</p>
<p>The statement that the landslip in 2014 closed the line for 6 weeks is at best totally misleading, at worst a down right lie. The line was closed because of the sea washing away the line in Dawlish, network rail brought down the cliffs at Teignmouth in this period. The proposed works would also close the SW Coast Path probably for years, this is totally unacceptable loss of a well used and loved amenity for local people and tourists alike. The impact of this proposal has not been fully assessed in terms of damage to the existing beach, the local tourist industry and wildlife, furthermore the environmental impact of the amount of concrete required.</p>
<p>Must be a less dramatic solution to retain structure and beach - look at other countries' solutions. If cliffs main problem look to Switzerland railway in mountains!</p>

1. Network Rail has been deliberately opaque about this proposal. I live in Teignmouth and use the train every day, and only found out about the plan in recent months. We all understand the need to make the line more resilient, but this scheme was always going to be contentious and by concealing it until the last possible moment you have lost the trust of those you needed to engage.

2. This consultation has been a farce. Public meetings held not in town, but in venues which are only accessible by car, and during working hours at best will not engage the wide range of stakeholders with an interest in this project and at worst, deliberately exclude some parts of the community. The information provided has been patchy (the environmental impact statement is still unavailable) and your representatives have been unable to answer the most basic of questions about the proposal.

3. The impact of the scheme is unacceptable, or simply unknown. The environmental impact has yet to be assessed. The impact on heritage has not been considered. The amenity and public health benefits of an open space for walking, swimming and spending time with family has not been considered. The economic impact on Teignmouth, a town whose economy is dependent in large part on tourism and whose biggest asset is the beach has been totally disregarded. Any proper assessment of the social and natural capital associated with the beaches of Teignmouth and Holcombe would demonstrate the huge negative consequences of this scheme - but this has not been undertaken and there is sign that it will be in the future.

4. There is no evidence of any kind of options appraisal; rather this brutal scheme has been presented as fait accompli. It cannot be the only available option and until you demonstrate that there is a very good reason for proceeding with this option rather than others which would have less of an impact, it simply will not be accepted.

We certainly need a reliable railway link but need to explore other more environmentally sympathetic ways of achieving this. Even if they are more costly and time consuming
Save our lovely beach please

The walkway is much too small. The beach is very busy. Add more walkways and save the beach.

Too much concrete, taking too much beach which is a tourist attraction.

i dread your proposal. The horrendous impact it will have on teignmouth's beach, and far reaching community.

i would like to see a brand new plan which would respect the heritage and outstanding beauty of teignmouth's beach.

i believe there are other options which would be far more sympathetic.

we need a plan that does not take away our beaches and historic brunel wall.

Surely netting a tunnel or viaduct would secure line. Breakwaters to stop waves, as used in other countries and on our east coast.

In addition to my comments in question 3

This proposal is going to kill off our tourist industry, even during the winter months the residents of Teignbridge, Torbay. & Exeter come to walk this section of beach, visit the local cafes and shops in the town. If the beach isn't there they are going to go elsewhere.

We do not know the full environmental impact of this proposal yet, isn't this extremely important ?

Rather close the line than lose the beach.
Stabilise the cliffs so the line doesn't move, no one wants to walk next to a railway line.
<p>Whilst I strongly support the need to provide protection for the railway between Holcombe and Teignmouth, I do not support the covering over of the existing beach to do it. I have not seen any other options which would allow the railway line to be protected and the beach kept, which is a shame. Surely short term closure of the railway line, which could be planned, to protect the beach is acceptable?</p> <p>Moreover, I wholeheartedly object to the mass use of materials with a large carbon footprint.</p> <p>This is a fantastic opportunity for a world leading project to show what can be done with good design and engineering, and one that can be used to teach future generations of the level of care we would be taking, and I do not believe the proposals meet any of those objectives. To me, it looks like a network rail have stuck with the 'simple option' so long as the railway is protected, which I don't believe it good enough.</p>
<p>Come clean, be transparent - If these are truly the best proposals then prove it</p> <p>There are hundreds of well thought out, sympathetic protection developments across the world that do not ruin the local landscape and are complimentary to it - This plan appears to be, on the face of it, purely about cost and expediency not about protecting the history and local economy of the area</p>
<p>Exploring more options with the public</p> <p>More studies of impact on the sea and marine life which live in and around the rock pools and use the current area as breeding grounds.</p> <p>Seawater quality will be hugely impacted and long term use of beach will be made impossible.</p> <p>The need to protect the train line needs to be weighed with the current use of coastline as that's a huge tourist incentive to visit the area.</p> <p>The current plans include a very ugly wall of concrete this can not be deemed environmentally friendly.</p> <p>Altering the type of trains that travel on this stretch of train line should be explored.</p> <p>A passing place could be made on the line or better points to change which side of the line is in use. In particularly bad weather.</p> <p>There will be no beach left to walk on and this will have a damaging impact on the community.</p> <p>The coastline belongs to us all you should minimise your plans and continue to allow the public direct and all year round use of a very well used and loved stretch of coastline.</p>
<p>I strongly object to the loss of 1.7 metres of Teignmouth Beach beach and ask Network Rail to find another solution which leaves the beach intact. I want to walk on the sand that is why I moved to Teignmouth. The walkway does not compensate for the loss of the beach.</p>
<p>No discussion of the perceived obligation to maintain the cliff profile for protection of property, in any documentation. However I was told that this was the case at the Holcombe consultation. Has this been tested in court? What would the cost be of buying out those properties affected - from a controlled slope degradation, with proactive avalanche/ slump control techniques limiting the land take.</p>
<p>i am deeply distressed by the mis information we appear to have been given by NR, the model we were shown was not to scale so how can we make a decision based on this, i feel the damage to the environment will be catastrophic but again the appropriate marine and environmental survey have not yet been completed so why are we even having thihs conversation without these first? It feels as though this is a "done deal" that NR will ride roughshod over the majority of</p>

<p>residents that do not support the current plans, in my mind there have been no credible alternatives considered to stabilise the cliffs and we are horrified by the loss of the beach, the sea wall and no doubt the damage to our precious sea life around Sprey Point.</p>
<p>You need to take our local views into account and build with innovation and ground breaking technology, not ugly concrete.</p>
<p>The latest proposal is certainly an improvement but the point is missed. Too much disruption, too much money, too little regard for local sensitivity. The Brunel wall should be listed now.</p>
<p>I feel very strongly that the work must be done, the railway must be saved but that there are better options than is currently offered. I am 64, born in Teignmouth, have lived away, but brought up my children here. I have walked along the wall with my parents, my children and my grandchildren. And try to get out for a walk daily - this has been all my adult life when living here (I spent a total of 20 years living elsewhere). The beach for walking and spending time with family, the sea for swimming and, most regularly the wall for walking, right at the beach edge - it is a beautiful habitat, used for generations. We know that being in the natural world and walking is good for health and well-being (I'm a health researcher). Over the years that I have been a regular walker on the sea wall to the Parson and the Clerk I have seen the usage escalate - there just used to be a few people on my daily walk, sometimes nobody, this has changed and it is much more well used now. The current plans would take this opportunity away - to enjoy the walk next to the sea/with waves crashing on to the beach, or a calm sea at high tide with the peace it brings and sense of wellbeing. Walking alongside the beach/sea on the edge of the wall. I am also a regular train user, I love train travel of all kinds and have never driven. I rely on the train and used to use it for my commute to the university and Exeter college, when I was a student and when I worked as a lecturer in Exeter. I still use it weekly to go to Exeter and back one day per week. So for me, it is so important to keep the train and the beach/wall/cliff as far as possible so we, and future generations can continue to enjoy it. I feel very strongly that the work must be done but am confident that it can be done in a much more sensitive manner. Thanks, as a Teignmouthian, one of 4 generations who enjoys the beach, train and sea wall very much, for the opportunity to share my perspective.</p>
<p>Please see above. This next "solution" still isn't the solution. More work is needed by someone with a sympathetic eye to the actual scenery that is Network Rail is proposing to alter. The changes don't work for the locals who live and work in Teignmouth and use that part of the coast as a major part of their life, a key part of their leisure time, as well as for their physical and mental wellbeing. It's not enough to say the proposals are ok because they work for the wealthy second home owners who visit their second homes by train in Cornwall or South Devon every so often and want to get there as quickly as possible- never stopping or getting out at Teignmouth.</p>
<p>Use one of the other options available to you to complete this work.</p>
<p>Bin it. This is our beach. Provide environmental evidence to damage.</p>
<p>Time for work unbelievable if past a year. Absolutely not acceptable to restrict beach access for more than a few months. I regularly PADDLE in spring / summer as well as walk from Dawlish Warren groin 9 to Teignmouth on all accessible beaches using sea walls as area to connect them for well being / mental health support / leg strengthening . BLACK wall is vandalistic to environment WRONG COLOUR. Who wants a BLACK WALL in their tourist photos.</p>
<p>Please look for feasible and sensible alternatives that tackle the issue you believe is possible (the cliffs), rather than destroying both coast, beach and part of both Devon and the UK's history. And perhaps consider an environmental survey / short to long term modelling before any work is undertaken.</p>

Find another way
I use this route frequently for work commutes to London however I would rather have the problem of no railway station here then see this historic beautiful town destroyed by this proposal.
I think a line further out to sea will be a disaster for the local community, environment, & also for the rail line being battered by even larger waves. The thought of being on a train in bad weather with waves battering the side of the carriage below you will affect my use of the railway if this plan goes ahead. I will not use it.
I have lived in Teignmouth all my life - and this is the worst thing that has ever happened to maim our beautiful beach, sea wall which is a heritage item - and build a concrete monstrosity. I would rather we had no railway.
Instead of presentations we need proper consultations and alternatives
Hundreds of people use this stretch of beach daily.
Its quite disappointing that NR haven't spent more time exploring other solution and designs. If they have none have been made public. The fact that all maintenance on the current sea wall has stopped is a disgrace as this should continue until a decisions has been made.
Its also extremely disconcerting that at the public consultations members of NR haven't been able to answer questions confidently and have been giving conflicting answers and information. And again a to scale model would be much better rather than presenting something which is misleading and quite honestly a lie.
I'm all up for improvements to be made to secure the train line and the future proof the sea wall, but there must be a better solution than essentially concreting over such a large section of the beach, and as above I don't believe NR have explored all the available options and possible solutions adequately.

Rarely have I seen anything quite so bogus and misleading as your so called public consultation. I support this assertion with the following observations.

Question 1: Do you agree that the railway between Parsons Tunnel and Teignmouth needs to be more resilient?

This is invalid because it is phrased in such a way that anyone answering 'Disagree' looks frankly stupid. Few people would argue for a railway line that is not resilient. Now if you had asked 1. Do you agree that the railway between Parsons Tunnel and Teignmouth should be made resilient whatever the cost to the environment, history of the area and local economy? Then you might have received very different answers.

Question 2: Do you agree with Network Rail's plans to improve resilience of the railway between Parsons Tunnel and Teignmouth? The Environmental Statement has not been produced for presentation to the public and will not be produced until after the consultation process ends on 1st March. If the public being consulted had access to this, the responses might well be very different. The timing of this consultation in relation to the Environmental Statement smacks of obfuscation and deception.

You are planning no cycle track despite the picture in your leaflet of a cyclist. You are destroying the natural amenities of our beach - swimming, launching non-motorised craft (e.g. kayaking), surfing opportunities near Holcombe, dog walking (off the lead), playing ball games, sunbathing, running freely on the natural sands, rock-pooling. How can you say that you are giving us new improved amenities - what a big big flashes.

Please stop. Your current plans will be devastating to the environment. Preserve and repair what's there, please.

I can understand work for Holcombe but come back on old track at Sprey Point.

I find it staggering that you are conducting public consultations without all the facts at hand. You have not conducted a environmental study - the results of which should have been available at these meetings.

Based on the current plans I have serious concerns about beach scour and the likely ramifications to the main town beach being washed away, the Ness then silting up, and therefore the port becoming redundant, not to mention leisure craft being unable to get to the sea. Teignmouth without a beach, without a port, would be a huge issue for businesses and private individuals alike.

I agree the railway needs to be here, but it should not be at the expense of the beach, ot the environment.

This is a real opportunity for NR to do something sensitive to the stunning area , that improves it, not rips it apart at the seems.

Yes, once the beach is gone its gone, we will never get it back. This will cause real harm to the town of Teignmouth as a holiday destination and to the people who live here. I am not a dog walker or a fan of dogs but please tell me where will all those people who use the beach now go. There are other options but you must thing long term, and not be blindsided by cost and the closing the railway while the work is done. yes the railway needs sorting but not at the expense of the beach and the town. If this goes ahead in current form, I will move as it will absolutely awful.

<p>The present scheme is flawed and not proven on engineering or environmental grounds.</p>
<p>I am worried about the effect this work will have on so many things;</p> <p>Marine life The beach The town & it's businesses The fishermen</p> <p>Nobody who lives here wants this. You will be going against a whole community and destroying people's livelihoods. I am a counsellor & I'm already dealing with people who are suffering serious anxiety due to these plans.</p>
<p>Sledge hammer to crack a nut. Sea overtopping and affecting the line is a train problem (Voyagers) not a sea defence one - also rarely overtops on this exact section much more likely north of Dawlish. Cliff fall very rare and probably 90 % could be held back by barriers. Yes, a small chance (one in 100 years) of a "big one" that may shut the line for a few weeks but economic and environmental cost less than this very expensive proposal.</p>
<p>They seem to be a sledgehammer to crack a nut.</p>
<p>Main concern is loss of swimming access / relaxing/sitting access close to the water at Holcombe end. Beach will only exist at low tide so there will be nowhere below the wall to sit or exit/enter the water at all other times. This is a major loss of leisure facility. Without this I would not support the plans</p>
<p>I live right beside Teignmouth beach so I see it daily. It's not a huge beach and most of it is partially covered in dog excrement for most of the year. I fear this will increase if there is less beach for dogs to use as their toilet. I believe it is already a health risk and I do not allow my grandchild to play on it.</p>
<p>Wave action. Wave reflection will be increased as the new wall will be submerged for a greater part of the tide cycle. This will have three effects:</p> <ol style="list-style-type: none"> 1. Increased scouring of the beach, and depositing of silt further out to sea, creating a new sand bar which will be a hazard to boats in the area. This is already happening off Teignmouth main beach, where the combination of the taller sea wall and dredging to reduce the natural sand bars around the river mouth has created a new sand bar to the north of the pier end. 2. An increase in reflected waves creates confused sea patterns close to the coast, causing sharp, unpredictable motions aboard boats, which will make fishing and leisure activities in the area more hazardous. 3. The wall itself will be affected by wave action for a greater part of the tide cycle, so will have to be more resilient. There will be more risk to trains from waves breaking against the wall for longer around high water, and greater risk of damage to the track from water penetration. With increased scouring of the beach, reducing its effectiveness as a wave break, the risk of damage to trains and track is likely to increase over time.
<p>Not enough space to air my views!</p>
<p>This is not a proven design and with unknown consequences to sand on beaches and nearby beaches and coastal areas. Why wasn't an environmental report completed in advance of public consultations to say how the impact on the environment will be? This would have mitigated the response and built trust. I know from contact with UNESCO that no contact has been made with them by Network Rail. This would seem extraordinary and again not designed to build trust.</p>
<p>I think the Teignmouth sign at Sprey Point should be kept and relocated.</p>

Also consider the additional route via Okehampton. Tavistock is getting more homes. Also, the Dartmoor Railway is currently for sale!

I strongly support Network Rail's intentions to make this section of line more resilient. Clearly the concerns of users of Holcombe and Teignmouth beaches are important, but the wider significance of this railway line for everyone west of Exeter must be paramount. The line has huge economic importance, and also social significance. The ability of people to travel freely for leisure and other family reasons is vital.

This railway also has great historical significance. The original South Devon Railway was engineered by I K Brunel, constructed on the broad gauge, and with much of this section single track. Teignmouth was approached from the east through a tunnel; all of this is well-documented. The Great Western Railway carried out major improvements during its ownership of the line, including changing the gauge and doubling the track. British Railways likewise undertook much work on it during their time. It is not reasonable to seek to freeze it in time: the original retaining wall on this section of track has been repaired and upgraded countless times. How much is actually original? This part of the coast and its railway are in a continuous state of development, and in such a challenging environment it cannot be otherwise. Dawlish and Teignmouth and their beaches would be very different without the railway and the work that Network Rail and its predecessors have done. It is also worth bearing in mind that if these current proposals are not implemented then the cliffs will continue to collapse, and properties at the top will collapse with them. This won't do the beaches a lot of good!

It is well worth retaining the possibility of reinstating the former line from Exeter to Plymouth via Okehampton. It should not be seen as a replacement, but as a supplement to the route via Newton Abbot. There are many occasions when a second route between Exeter and London has been invaluable, and not only at times of adverse weather conditions. Major engineering work comes to mind. Reinstating this route is undoubtedly a political decision rather than one for Network Rail, though.

Network Rail might consider undertaking some detailed photographic recording of the existing structures between Dawlish and Teignmouth, such as bridges, culverts, the sea wall, tunnel mouths and so on, for archival purposes, although this may already have been done. A detailed recording of the work over its whole duration would be invaluable. This should be lodged with the local museums, as well as at the National Railway Museum.

The work, though, has to be done, and I strongly support it.

I am in support of your proposals, the new pathways with access to Teignmouth even at high tide is a big improvement from the way things are currently. This could now be a route I could take more often without having to check tide times.

Hopefully work can go ahead, we need this railway line.

<p>I genuinely believe there is a middle ground between the current plan and what the resilience group want but I don't feel there is enough information (architectural drawings) for the middle-ground kind of person to get their teeth into. I personally believe it's all about the public spaces and how these might be achieved through scale and materiality and from the current information I just don't know how well developed these are. Yes, there's paths, but are there periodic openings for picnic areas, for example? Can you get up to these higher paths for a breath taking view out to sea? So many questions! You will see I live in Plymouth currently but my home town is Teignmouth, I moved for university.</p>
<p>The loss of beach to concrete is worrying. Please please look at alternatives to this. Don't just opt for convenience.</p>
<p>I guess this the cheapest option - there must be others?</p>
<p>Rocks at base of existing wall as part of reinforcement. Cliff drainage to be sorted. A reef would also help. Short term closure of rail worth it for long term benefits</p>
<p>The Dawlish remedial works have been disappointing. Spend more - high quality repairs. Think it through.</p>
<p>Will the line be future proofed if in year's to come there is possible funding for electrification?</p>
<p>Essential to maintain the current route with mainline trains through Newton Abbot (Torre, Torquay and Paignton). Alternative routes (e.g. via Okehampton) are not acceptable. The proposals appear to adequately address the need for on-going resilience of the rail line and support leisure activities in the Teignmouth / Dawlish area</p>
<p>This is a vital rail link and needs to be safeguarded for the future.</p>
<p>Let the public know that if the train s are m not a way from the cliffs perhaps they would pick up the tab for the repairs to cliffs & the wall or DCC to which our council tax will sky rocket</p>
<p>Looking forward to the improvement</p>
<p>What is the timescale for the project? How much disruption to rail travel is envisaged?</p>
<p>Just get it done, there's a small minority of people who don't want it because they need something to complain about, that's the same people who will be complaining when the lines closed because you can't keep it repaired.</p>
<p>The idea that IKB would hate it is nuts, this is something he would support, whole heartedly, and likely even invest his time into, just for his love of Engineering</p>
<p>The saving of the railway line is the most important thing. It is a vital link to the southwest and essential for the economy of the region. Without it you can forget towns like teignmouth and Dawlish , they will become just ghost towns . We need a vibrant transport links to enable the generations to follow to prosper.</p>
<p>Absolutely support this, it's needed to keep the communities connected to the country. The beach is only used by dog walkers and a limited demographic of locals because it's wet sand and only accessible at low tide.</p>
<p>The latest proposals appear to solve the ongoing problems facing our rail infrastructure, and at the same time provide a new and improved layout to the existing coastal walking area. Admittedly there will be some loss of beach, but much of the existing beach area is lost at higher tides anyway I don't see how this creates too much of an issue - after all the loss of rail connections to our area would be far more detrimental.</p>

Good idea hope it is accepted.
The sooner the improvements happen the better for everyone
All the work is so necessary. I hope progressing it will be faster than the wall work in Dawlish which seemed to have taken a long time with little to show for it. To my mind the only people who are now objecting to the plans are dog walkers who want a place for their animals to have a shit
I fully support your revised plan which is vital to protect our only link all the way to Penzance for business, commuters, tourists and local travellers. Only a few dog walkers (and only at low tide) use this part of the beach. Nobody swims or spends the day picnicking/sunbathing at this end (myself and other locals and holiday makers swim on the much more attractive safe sandy part of the beach near the lifeguards where the sea is not so contaminated with dog poo) and most of us prefer walking on the concrete path at the side of the railway because it is easier to walk on than wet sand and being higher up has good views. I regularly travel from Newton Abbot with Cross Country up north and GWR southeast and to St Ives and Penzance and love the views of the sea which will still be there. I am sorry I didn't get to one of your meetings but felt nervous of over-emotional NIBY dog walkers and locals who, to me are very selfish and narrow-minded, not thinking of the thousands of other people who rely on this railway line. I think your plans will enhance this part especially if walkers, wheelchair users and parents with pushchairs are catered for separately from the cyclists.
Much better now - thanks for listening
I am in favour of the proposals
It needs to be put in place ASAP
Crack on!
I am "save the railway" not "save the beach". As I understand it from visiting your session at Newton Abbot the amount of beach lost which will be much less than the 1.7km claimed by stb. Also they refer in a leaflet to Brunel's sea wall. According to Teignmouth's local historian [name redacted] in the Teignmouth Post on 31st January the sea wall was not in the South Devon Railway's original plan (ie Brunel's). It was designed by James Walker an Admiralty engineer. For reference is a book "Exeter-Newton Abbot A Railway History" by Peter Kay 1993. Just a bit more "fake news" by the stb. Yes the beach is important but with the latest proposal there will still be plenty left for all - and we rely on the railway to bring visitors.
I fully support it. An efficient solution to a difficult problem.
Improvements on previous proposals
Anything to stabilise the future of the railway here is important.
As question 3
Network Rail needs to come clean giving details on its reasoning and on its research and evidence into solutions. few people in my experience trust Network rail.
It feels very much like the locals are being bulldozed here. Don't underestimate how determined the people are to ensure they have the best deal. We know that the railway has to be better, but I don't believe that the cost of your plans to the local area are currently in sync with that need.
There must be a better way than to destroying beautiful cliffs and wildlife habitats, destroying beautiful sandy beaches, disturbing wave patterns causing erosion through coastal drift, destroying public amenities and the iconic sea wall. The line to the SW must be resilient but there MUST BE A BETTER WAY than what is currently being proposed.

<p>Stabilisation of cliff with existing railway must be possible. Preservation of Brunel's historic sea wall is very desirable and feasible.</p>
<p>I would like to see satisfactory proof that an accurate impact assessment of the works be carried out and taken back for consultation as I feel that this has not addressed the points made in point 3.</p>
<p>I am a second home owner in the area, so apart from the noise of the works and shortening of the beach, this will affect tourism to a town that is trying to attract tourists to boost the local economy. Take away the tourists and this town will fall into degradation.</p>
<p>As a frequent rail user on this line due to work, I love the views. However, this is less important than protecting the environment, including the beach and surrounds, and the well-being and livelihoods of those who live and work in Teignmouth. I sometimes get delayed. So what. A price worth paying for living in this wonderful area and spending time on the lovely South Devon beaches. If the delays caused by high tides or weather bothered me that much I would move! They don't.</p>
<p>I have attended one of your latest consultations and seen the leaflets etc. I lived in Dawlish in the 1980s and this area became one of my favourite parts of the Devon coastline. I am going to adopt a selfish point of view. Judging from your progress on the beach adjacent to Marine Parade Dawlish, it is going to take you 10 years to complete this work. Therefore this area will be destroyed for me for the remainder of my life by machinery, noise, pollution and visual intrusion. On these grounds alone I have to be totally against this scheme going ahead.</p>
<p>The impact the current proposal will have on the beach use will be massive, with a knock on effect to tourism, jobs for local people, which in turn will force young people away from the area to find work.</p>
<p>I know this line well. I was on the first Virgin train to be stranded for 4 hours outside Dawlish station nearly 20 years ago. Everyone local knows that there are far more frequent problems from the sea than from the cliffs. We all fear that after all this money is spent and the environment is destroyed the line will still have the same issues from the waves.</p>
<p>I have a house on the cliffs-/in my family for 71 years- and so have a strong interest in keeping the railway open. My initial support was lost by the way NR tried to sell it. The series of consultations with often poorly briefed representatives was a grave mistake. There should have been proper meetings with a panel of NR experts able to give the NR line. The effect has been to enrage public opinion. An own goal!</p>
<p>This is totally unnecessary. To fix the rails, sort out somerset first, then suicides. Dawlish is not a major issue, it is merely a scapegoat for other issues that the line faces. this is a massive waste of time and money, all to ruin the coast for no real gain</p>

<p>I find the proposal unsympathetic and utterly dismissive of the local environment, the community and the users of the beach (who travel from across the county) and current footpath and the local economy. The need and rationale for the proposed solution is not convincing. It is staggering that Network Rail are even allowed to call this a consultation when key information such as detailed Environmental Impact Assessment has not been made available. The size of the revetment is excessive. The data showing the number of landslips has been presented in a way which obscures the fact that many of these actually occurred on a different section closer to Dawlish. There is much made of the fact that the line was closed for a significant amount of time in 2014, the main reason contributing to this length was the Dawlish failure. This appears to be misrepresenting the situation to suit. Consideration of more sensitive solutions have not been fully considered. Evidence of risk has not been fully backed up with robust evidence. The design appears to be lazy design and inappropriate for the location in terms of the environmental impact. The models presented at the consultation were not to scale and misleading. Many basic questions that I asked at these events went unanswered. I have concerns about the extent of the material that will be removed from the sea bed to build the revetment and the impact this will have from an environmental point of view. The railway line is being moved further out to sea and this could have a widespread negative impact on the beach and movement of sand. Closing a key attraction and amenity space for what I understand will be 8 years is not acceptable and could have negative consequences for the local economy. Please think again, be creative and use intelligent design to come up with a solution which both enhances the local environment as well as protects the rail line.</p>
<p>It has proved possible to improve the proposals with regard to Holcombe Beach, so revisit the plans again and find a way to save Sprey Point too.</p>
<p>Don't cover Brunels wall with concrete It has stood the test of time</p>
<p>I have a number of concerns:</p> <ul style="list-style-type: none"> - I am not convinced of the need to restructure the railway at Teignmouth in the manner planned as there are alternative ways to secure the tracks from landslides. - Time and again we have seen the unpredictability of the tidal flow, spray and deposition patterns on this stretch of coast. I therefore question whether the computer modelling can truly predict the impact of moving the sea wall 30m further into the sea. The potential ecological impact could devastate other parts of this stretch of coastline and has repercussions for other sections of the rail line - including at Dawlish where there are notorious issues. - The brutalist concrete design is completely at odds with the scenic coastline and would provide poor drainage and be prone to cracks so constant work would be needed to maintain these walls. - The loss of beach ruins the enjoyment of a special section of coastline; the heritage as well as ecological and aesthetic aspects need to be taken into consideration. - The economic impact of 8 years of closures and loss of beach enjoyment are unacceptable to the south west economy. Given projects of this nature often overrun, we could lose a decade to this project. By this time, Teignmouth's economy would be decimated, making the small station redundant in any event. - Raising the sea walls by 2m is not enough to ensure the electrified trains can run on this stretch, given the move seawards will likely exacerbate the issues from spray.
<p>More softening of hard landscaping - it looks to be mainly concrete.</p>
<p>See no. 3</p>
<p>Proper costing and comparison to the closed alternative</p>

Re-open the Exeter to Plymouth line via Okehampton for emergency & planned regular closure of Exe/N.A./Tot/Ply line and for people of West Devon and North Cornwall.
I would instead use an Okehampton to Plymouth railway - more convenient for many people.
A far simple measure (as above) is all that's required.
It all sounds very positive for human safety and the environment
Stevie wonder could see that this new line is a good idea, all the biddies fighting against it wont be around to see it built, and are being completely ignorant to the fact of just how much beach is still left, please, please build this new line
Ensuring this line remains open is critical to the economy of Cornwall
Ignore the moaners
Parsons Tunnel. The Parsons Tunnel mouth has never been the most attractive piece of railway architecture. The suggested rockfall shelter does little to improve the scene at this end of the beach. Its rectilinear form is brutal. The leaflet says it has open sides to retain a view of the sea. In reality 40 % of the side is solid, obscured by the access stairs and bracing struts so there is little chance of seeing significantly more sea! These grotesque, unresolved details of this element in the scheme detract from its otherwise long flowing graceful lines. At least the stairs could be integrated into the inland side of the structure well within the railway, so not blocking the view or offering temptation to trespassers and cliff climbers to cause incidents (and indeed fatalities) that would no doubt close the vital railway. Although it might sacrifice a little of the passengers view of the sea why not make a clean, curvilinear statement that would add some to this difficult corner with a much more resolved solution and provide a bold statement instead of sometime that looks like an after thought or a grassed over military defence. I offer this picture of what might be possible..... (I have sent a picture with the response card. Alternatively please contact me and I will send you the picture. It will not load here.) Or is this just that curves are more expensive than straight lines! They take rather more thinking about..... It might be of interest that I have worked out a way such a curved structure could possibly be built with no more interruption to the railway during construction than building the ugly box.
Cycle track a good idea
HS2 Money should be put into this and other rail upgrades
This is long overdue - as the only rail link for those south-west of Exeter, it is vital that the line is resilient
Essential to keep South Devon & Cornwall in touch with the rest of the country
Agree this work is essential to maintain rail link to the West.
Cut the red tape and get on with the work. This rail line is critical
Important to implement solution with minimum disruption to normal train operations as possible.

<p>With regard to question four above - I am medically housebound and no longer able to visit. However, I am concerned about the proposal having lived in Teignmouth and worked there previously. Have also in my lifetime seen the devastating impact changes to the coast has had on other villages, some no longer being habitable at all as tidal changes were ignored. Seeing this local to me currently as the impact study was too small to pick up on damage elsewhere along the coast.</p>
<p>I am a frequent traveller on this line. The beauty of it never fails to stun and delight. Network Rail need to reconsider these proposals which would be disastrous for the environment and local area.</p>
<p>Will removing sand etc. from around Isle of Wight be acceptable/have no adverse effect to the IOW coastline etc? Badgers will easily dig into the proposed sand/dredged material that is to be used for the paths etc. and huge banks</p>
<p>How does this fit in with current works at Dawlish? How great will passenger disruption be?</p>
<p>Why have all the trees been cut on the railway track below Dawlish Road overbridge? So many birds have lost their roosting areas! If it is to do with the proposed resilience works it's crazy to remove trees, when the Secretary of State decision for the project can't be until Feb 2022. Sad!</p>
<p>British Firms to undertake work.</p>
<p>Textured surfacing to huge swathes of new sea wall would improve aesthetic - current model is very austere and not sympathetic to environment. Large raised green areas on model with footpath need further thought to improve biodiversity, they look open and bleak at present in model.</p>
<p>Our number one priority is the preservation of the railway line through Teignmouth</p>
<p>Have we considered arched concrete canopies / Riviera snow protection alps</p>
<p>Keep pedestrian access open during works</p>
<p>Having visited the Public Consultation road show, it changed both my wife's and I perception of moving the rail line further out to sea. If and its a big if as always with these large engineering projects, if the plans and models shown are truly representative of how the scheme will end up, it for us is both a solution and enhancement to the problems. However it always seems to be that these initial schemes are fanciful and are often designed to impress and change the minds of the sceptics and the doubters, and that following more detailed costings and estimates cut backs to the overall budget means somethings have to give ! We have embraced the designs as is and will not want it to change, so please bear this caveat in mind when taking our positive view point into consideration. For us its a shame it will take so long, as we are expecting any day now our first grandchild, he/she will not be able to enjoy the benefits or walk the route until he/she is at least 10 years old, and we are a lot older. Nevertheless we are broadly in favour as it maintains a vital rail link, ensures Teignmouth retains its station and status, also helping holiday makers and day trippers stop off and enjoy the areas and the enhanced cliff/sea wall walk way. Just get on with it please ?</p>
<p>Most protesters are dog owners, worried about their "Business". The needs of the many outweigh the needs of the pool!</p>
<p>Please can we not have lots of bare concrete which will be covered with graffiti...</p>

[Attached letter]

Hi, just a few things after attending your meeting recently.

Building something new is not just for now, it is for generations to come. This railway draws visitors from all over for its beauty; therefore, it is so important not to detract from that in any way.

Please ensure the view from either train or pathway is not blocked by your wall; I was told it will not but just to be sure, this is why people come here. While we trust your engineering to ensure safety, we have to ensure the beauty of the area remains.

Planting yes is so important; we certainly do not want to see building rubble, rubbish, or a wall from the train or path. I am sure you will have environmental people to help but maybe a few suggestions - cyclamen, purple, pink, white are stunning ground cover, seeds spread by ants quickly, flower twice yearly. Poppies and wildflowers would be wonderful. Maybe dwarf rhododendron in beautiful colours; obviously we know you not want trees that need cutting, but something to hold the soil would be good. Bulbs in spring would be wonderful, daffodil, narcissi, primrose, snowdrops.

Obviously local people are worried because these days anything new that is build is exceedingly ugly and cheap. One local told me your video was not to scale and will not look nice like that; please please ensure that you enhance and take of our nature for future generations. Not everything is just about money. There will be wildlife to consider also, they need habitat and food.

Thank you for your time. It would actually be wonderful if you create something that even more visitors would like to experience and marvel at.

An amazing chance to create an eco walk engaging land and marine life, preserve historic status as part of Brunel 'Tour'

It would be good to get a clearer picture of the plans and the alternatives with advantages, disadvantages and costs involved. Also to understand the impact on local community and economy as well as the environment.

All of these needs to be laid out in a simple documentation

Please do everything possible to protect as much beach as possible in the essential works to make railway resilient.

I am unable to see exactly how it would be beneficial to build a railway further into the sea where it has already been proven to be disastrous (witness the line being destroyed by the sea at Dawlish). Surely it would make more sense (and possibly be cheaper) to prop the cliffs up substantially in order to prevent land slips from falling on to the railway line?

Network Rail needs to demonstrate that it is able to maintain the structure. Building it out in to the sea may protect it from landslides but I understand that netting the cliffs has already achieved that. Building it out in to the sea will not protect it from the sea, despite one of Network Rail's project managers claiming that it will because waves only break when they reach the shore!?! While the addition of rock armour is welcome, so too would groynes - to protect the amount of beach being reduced by sand being washed away, particularly if Network Rail does not replenish it, and to protect the same of the wall to prevent erosion of the foundations of the wall as happened in Dawlish in February 2014 and in Kent the following winter. And who will be responsible for reopening footpaths if they are closed by landslides in future years?

Listen to the locals who know the area, who row and sail on the sea here, they are the experts you should be consulting instead of trying to blind us with pretty model structures which are no way to scale and haven't taken into account the very real concerns of the locals. We need the railway but also know your amended proposals are not the answer. Please consult with local maritime groups as they have more knowledge re the Teignmouth coastline that whoever you have been using!

I would prefer Network Rail to open an alternative main line running inland from Exeter to Newton Abbot, leaving the old railway line as a branch line to Dawlish Warren, Dawlish and Teignmouth. I do not support the building of a new, higher sea wall at Holcombe and the extension of the railway line out into the sea as a) the historical Brunel seawall should be retained, b) the proposals would destroy the beach there and possibly also at Teignmouth, and c) I think the sea would damage/destroy the railway line even sooner if it were further out. Also, the expense would be phenomenal and I feel there must be an alternative, more cost-effective solution.

It needs totally re-thinking. Don't destroy what we have. Don't hoodwink the locals into thinking it's not that bad, it is. If you can spend billions on HS2, you can do this properly. The cliffs aren't even crumbling at Sprey Point and you know it. It's just spin.

I understand the scheme is likely to threaten vital marine habitats resulting from the actions of tides and winds on the newly configured coastline.
Any disbenefits to our marine environment are completely unacceptable and other ways of meeting the need for resilience must be found.
Likewise both extended works and their long term outcomes will adversely affect Teignmouth, its residents and our local economy which is highly dependent on tourism and fishing. This is also completely unacceptable, and less destructive solutions must be found.

<p>I'm not sure of the wisdom of spending this much money on this project when with rising sea level many of the towns the train line serves are predicted to be underwater by 2050 according to the widely quoted climate central survey (https://coastal.climatecentral.org/map/12/-3.491/50.547/?), in the mean time destroying a vital Teignmouth amenity with its implications for business, tourism and wildlife for only a short term gain.</p> <p>Wouldn't it be better to find an alternative inland route that could have much more longevity and help increase the capacity of the line with increased passing points and electrification as we have to turn increasingly to renewable sources and public transport.</p> <p>It does seem that the decision has already been made as at the consultation they were talking about when rather than if, and it seemed like more a PR exercise than a consultation. If it is going to go ahead, then I think it would be more palatable the concrete wall and boulders could be either red sandstone or a similar colour. It would also be better if elements of the original wall could be preserved and reused in areas of the new built walkway on the cliff side to preserve the famous history. The new space created at the base of Smugglers lane could be put to better use if it had a few parking spaces and a bike rack for the regular visitors who park on the lane and cause access issues.</p>
Just get on with the improvements please
Taking the track further out to sea is only going to create more problems. The sea level is not going to recede, its going to get higher.
My greatgrandparents, grandparents and father came from Holcombe, and while I live in the next town I would love to see this happen.
<p>I would like to ask the team to re-consider shared cycle use on the path.</p> <p>This is much needed and in line with health, environmental and access needs.</p> <p>It is an opportunity to allow shared use and manage cycling access to not come in to conflict with pedestrians.</p> <p>I have cycled to work, for errands and for pleasure in Devon especially Newton Abbot to Torquay and also to Teignmouth and Dawlish. The cycle path networks have made such an improvement and are desperately needed between NA and Dawlish without delay</p>
Please maintain plan to access beach directly from Smuggler's Lane
It is a shame it is so drastic, although something has to be done to protect the line.
No, just get on with it!
It is vitally important to improve the resilience of the coastal area - both for safety, and for the local economy (far beyond Dawlish and Holcombe but to towns such as Newton Abbot. The plans are sympathetic to the environment and landscape.
Offer something that does not exist now i.e. new 100m beach Holcombe end as above.
Needs to be done and soon. Can't let the 'save the Teignmouth beach' group have an influence on a project which most of them don't even use the area involved.
As above - some kind of sign welcoming you to Dawlish, similar to the large "Teignmouth" sign. Also - Some (salt resistant) olive trees and/or palm trees at Sprey point as well as any other suitable point along this stretch to enhance the tropical reputation of the area.
<p>Perhaps your model should show mean high tide also.</p> <p>And maybe an overhead shot of the current footprint with the new one overlaid.</p> <p>Overall I think the plans are great.</p>
Looks good, thanks for providing the additional walk ways.
Great plan it gets my approval

Separate cycling and walking paths if possible
Well Done - well presented - in reality there is no alternative - no one wants to close the railway.
Please get on with it!
I congratulate Network Rail on a plan which enhances the amenities of the area while having a minimal detrimental effect on the landscape. I also feel strongly that the railway line is critical to the area's economic life and hope that unnecessary delays to the project do not occur
Work should commence without delay. The railway is far too important to cater for every whim and fancy of local residents.
The summary booklet does not cover the impact on access to the beaches and coastal path during the construction phase nor the expected duration of construction. This is very important to locals to know how long the disruption will go on for, how long the coastal path will be closed for, etc.
I like the look and it will improve amenities/communication - in favour.
Try to correct false rumours and give clear indication of timescales
Worried that change in coastal profile will scour sand off Shaldon Beach
Where new walkway meets existing at East Cliff/Teignmouth cut, there needs to be sensitive consideration of height changes
It needs to be improved ASAP.
Significant improvement to previous proposal. Essential work to keep Torbay and Teignbridge connected to national rail network.
The railway to Teignmouth is so IMPORTANT. I live in Shaldon and work in London.
P.S. - 6 people reached by this address are of same opinion.
MAKE SURE THAT THERE IS A GOOD TRAFFIC FREE CYCLE ROUTE BETWEEN TEIGNMOUTH AND DAWLISH TOWN.
I use the railway several times a week and believe that if there was no rail link through the area life would be very different on many levels. In fact it would make us want to move as we hate to be reliant on a car. It is therefore of paramount importance to me that the railway is retained not relocated. It would be a great shame if the 'shout the loudest dog owning sector' of the local population was heard over everyone else.
Thank you for investing time and money in this project. Many local people are passionate about this and are protesting against the project. I believe that this project is vital I think that and as long as you can reassure local residents that you are doing your very best to protect the beach and the environment then all should be well. Very best wishes.
Groynes along this area might slow sea and movement. What is the effect of the offshore facility?
They're good, and I look forward to seeing them in place. I'm a great supporter of people coming here to live rather than coming here just to see out their retirement, and in South Devon that (unfortunately) usually means commuting into Exeter to earn your keep. We need our infrastructure working, more than we need maximum space for leisure activities. You have my blessing!
It would be a great shame if these nimbys and dog walkers are allowed to stop this urgently needed scheme Unfortunately these vociferous minorities do tend to be given too much credence. Just ignore them and get on with it!

No
Essentially Network rail have not given any indication they want to consider alternatives such as rock islands and more detailed plans to stabilise cliffs.
While I support rail resilience, a more aesthetic design with far less beach loss is urgently needed. People live in and visit Teignmouth because of the beach and there is no such comparably long and beautiful stretch of beach in the area. It is a unique asset that should be preserved as a priority. Given the impact of recent storms and climate change, moving the railway further out to the sea is not the answer as the modelling fails to take into account the unpredictability of nature. Revisions to the design should be made that will benefit the town through added value, but must be done in a non-tacky and sympathetic way that reflects the natural profile of the landscape and local heritage.
The change is too severe, the change to wild and sea life will be too detrimental. Teignmouth and Holcombe do not want this. Revise your plans!
The proposed works will destroy seriously marine life and have a negative affect on the coastline. It would be disappointing to lose the beach that is used by so many.
Start again.
It is a shocking an unsympathetic design which will decimate the beach
Network rail need to consider other options which Will have a less detrimental impact on the environment and our town. The engineers and designers should be coming up with innovative and ground breaking solution, something that Brunel would be proud of and the town will be enjoying and celebrating for century's to come, as we have the existing wall!
Network Rail's plans are a disaster and should be put on hold immediately until the full public disclosure of the Environmental Impact Assessment. The public have a right to know how the current plans will effect them and the environment before any decisions are made.
You must try harder to come back with something more acceptable to all
The 2014 West of Exeter Route Resilience Study should be remodeled for 2020 prices and the premise of the Base Case should be examined more closely with Option 4 - Teign Valley Route. Predicted sea level rise and unpredictable weather with higher frequency 100 year+ storm events will render the dawlish-teignmouth route unsustainable in the long term. The long-term, sustainable solution is to open a second main line route from Exeter St Davids to Newton Abbott using Option 4, ensuring that the economic modeling and forecasting for GVA includes a commitment to reroute ALL main line trains from the Dawlish-Teignmouth line, which effectively renders that line a coastal branch line, which in the medium term may use single track line (on the seaward side) to protect the cliff facing side from landslides and landslips, and rotational slumping.
This has to be the cheapest and worst possible option available. It will destroy the town, business's, the beaches, wildlife and habitat, loss of holiday trade and people, the town will suffer with years of congestion, pollution, traffic congestion, workers occupying accommodation. We will lose our blue flag beaches, it may alter tides and the dock areas, sea life will be destroyed for years if not forever, it is not at all Eco-friendly just thousands of tonnes of concrete on a beach, its shameful and disgusting to even think of it.

<p>It does not benefit the town. SAVE THE BEACH savethebeach.co.uk</p>
<p>The trains have more problems from the sea than the cliffs.</p>
<p>The proposed "realignment" is environmentally and aesthetically inappropriate and destroys our heritage.</p>
<p>This questionnaire is misleading to say the least!</p>
<p>This beach is very valuable to local residents and is relatively unspoilt. The proposal is wrong because it both steals the beach from local users and proposes to urbanise the existing look and feel. I strongly object to the scheme and would encourage Network Rail to work up schemes retaining the existing alignment which is both feasible and preferred by local residents.</p>
<p>At the residents meetings we were told you'll take 8 years to complete the work and most of the piling will be done at weekends. Invest more money, come up with a more sympathetic plan and get the job done. I live above the cliffs in question, is it reasonable to have noise and disruption for 8 years?! It's only a mile long, the timescales seem ridiculous. Your work and plans at Dawlish Warren have now failed - what an eyesore. Will we just have more of the same?</p>
<p>The impact upon the environment- for the very communities that this rail line serves - is too great to press ahead. Alternative, equally thought through, detailed & costed options, should be presented to the communities affected by this proposal. For full transparency & best decision-making, full environmental impact assessments & independent ecological reports need to be completed & published.</p>
<p>Strengthen the cliffs overnight working, do not need to spend all this money on moving railway.</p>
<p>Too much focus on pointless additions, such as benches and new footpaths and no attention paid to hideous section at Holcombe.</p>
<p>Many, but these 2 lines won't contain them.</p>
<p>Please leave the beaches as they are</p>
<p>Please amend your plans!!</p>
<p>Raising sea wall by 2.5m could be diminished to a 1.5m raise with predicted sea level rise of 1m by 2100 (80 yrs from now). Not convinced this is 'resilient for 100 years'. Massively damaging to local environment and economy plus monstrously ugly. Believe this + repairs to Dawlish area to be false economies and that the only way to achieve true resilience is to opt for one of the tunnelled routes through the Haldon hills.</p>
<p>The proposal is selfish and will ruin Teignmouth. Find a compromise please.</p>
<p>I was told today your environmental assessment would come later!! How can you justify this work when you haven't even done an assessment of environmental damage & coastal flooding & sitting</p>
<p>They are environmentally devastating, with destruction of the existing marine and coastal environment and addition of thousands of tonnes of concrete. In this day and age where we should all be trying to save the planet, these plans are unsustainable. Future proofing for 100 years is a fool's errand. We don't know if there will be a planet in 100 years. Do as little as is necessary</p>
<p>Groins restored would prevent undermining old wall. See Brunel - Ask why he installed them.</p>

Destruction of a beautiful area of coast by replacing it with a concrete structure is madness. The area around Sprey Point is the most beautiful part of it and the least affected area by cliff or sea, yet the most affected by the 'resilience project'!

Look at alternative connecting routes such as via Okehampton.

Network rail employees I have spoken are not giving reliable answers to key points of the project, such as whether the stabilising rocks will be made out of concrete or granite.

I am a trained biologist, and walking along the sea wall with my mother, I have noticed several rare plants, and one which I have never seen before. These are apparent not just at Sprey Point, but along the whole of the sea wall, and at the cliff base.

Sparrowhawks, Peregrine Falcons and Kestrels all regularly use the cliffs to hunt the rabbits and rodents that live there. I should note that it is also highly possible that these birds of prey are using the area as a nesting site. Just how much is network rail looking into the flora and fauna that their project proposes to destroy, and is it being led by an independent group?

It would also be a great shame to lose all the beautiful tamarisk trees at Sprey Point. Precious few people are going to want to walk along a featureless, treeless, bleak mess of grey rock.

It is too intrusive and takes too much beach

I wish to object in the strongest manner to these plans. They represent an unacceptable threat to the inter-tidal flora and fauna which currently exists there, including a number of endangered species, and these precious resources have not been recognised or appropriately valued in the proposals.

It is not clear why further action is required at this point. You do not appear to have clarified the level of instability currently being experienced along the different cliff sections and how this compares to the historic record of instability which must be present since Brunel constructed the railway. The railway line currently protects the cliffs from attrition and undercutting due to wave action, and thus cliff instability can only arise due to changes in groundwater pressures within the slopes and surface weathering. Instability to date appears to be mostly shallow unravelling of the weathered surface of the cliff face.

I believe the plans to stabilise the cliffs are unrealistic and unprecedented in design, and fail to address the main problem of groundwater drainage.

Maybe what is needed here is a reduction in the slope of the steep cliff and the present proposal achieves this by moving the rail line sea wards and then regrading the cliff by filling against it. But there are other ways that this can be achieved: for example by buying properties at the top of the cliff. This would provide addition room to regrade the cliff but would almost certainly require one track to be closed for safe working.

A review should be immediately undertaken in conjunction with local stakeholders to examine other options for rail resilience that could perform better over a longer time frame, including the defence of the railway through beach re-charging and/or off-shore protection structures. Such suggestions - alongside other more radical cost-saving proposals for the section of line between Holcombe and Teignmouth - could benefit Network Rail by delivering not only greater line resilience and service reliability, but by encouraging more members of the public to travel by rail for the enhanced experience our coastal railway resorts could offer.

The current plan to build a replacement sea wall further out, with the resultant loss of the beach, raises crucial concerns around the following scenario;

The current sandy beach is capable of absorbing enormous storm forces, and represents the best barrier available to protect the surrounding coastline. Losing it could have devastating consequences, with the resulting extra millions of tons of water, swollen through rising sea levels as a result of global warming, swilling outwards towards Teignmouth. Under Easterly storm conditions, and with no Sprey Point structure remaining to break its flow, this massive volume of water would be propelled along the new wall before impacting on Teignmouth and Shaldon. Existing sea defences, designed without knowledge of these proposals, would be inundated and there would be devastating flooding. The railway might remain protected, but only at the cost of the loss of large parts of Teignmouth.

A complex natural cyclical pattern of sandbank build-up followed by removal currently exists offshore of Ness Point, and there is a high likelihood that this would be disrupted, with major consequences for Teignmouth Port, if Teignmouth Beach is lost. Please be aware of the dangers of interfering with the sea, and the possible consequences. The choice we face may not be Railway vs Beach, but Railway vs Teignmouth.

I commute to Exeter daily from Teignmouth by Train. Since the storms of 2014 I can't recall a day when the cliffs caused an issue. It is always the sea and usually at Dawlish. We all appreciate the line needs to be resilient but the current plan is a bad one. There are many other

examples around the world where this line could be made more resilient and also retain the beach and historic wall.
Scrap it and start again
The line is very important to the town of teignmouth and the south west but do extensive research in to other options before deciding on the current plan.
Need to be much more innovative . Please provide CGI of image when sitting on a train . Near side and far side of carriage.
I don't think there's any point - I have absolutely no doubt that nothing will change. You say you listened to feedback from the Dawlish section - I see absolutely no sign that your listening altered your designs one iota. I assume the same will happen here.
Alternatives should be considered before destroying this beautiful, historic and much loved and used section of the coastline. There are alternatives, eg avalanche type tunnel. Most importantly, these proposals have been put forward without having undertaken environmental studies. That is quite frankly unbelievable and shows complete disregard for the natural world at a time when climate issues are highlighting how critical all our actions are on shaping the future of our planet.
How will it effect the environment?
I endorse the arguments posted elsewhere, including environmental, economic, heritage, engineering and wellbeing, against the current plans. Above all I believe the underlying rationale for the plans - that the cliffs are unstable - has not been proven, and that independent peer review of this proposition is essential.
I think it is preposterous that your best plan is ruination of our coastline
Leave as is and don't give in to the new coverage that happens once in every few years thus does not justify losing so much beach
Maintain sea wall as it is, spend the money reinforcing rock face.
This project will destroy Teignmouth's iconic sea wall and is simply not necessary. It will impact tourism.
They are completely inappropriate.
I travel by train on this line weekly have done for many yrs. My uncle use to be part of the gang who would repair the sea wall. Why is it not viable to improve what we already have it is Dawlish Railway line that takes the biggest hit by the weather. How about a breakwater why has that not been considered.
Preservation of the natural environment is the most important issue. The beach must be preserved at all costs, not just for the beauty and enjoyment of humans but for the sea life and wild life. This is an area of outstanding natural beauty and must not be ruined by a heap of concrete. It's completely unnecessary.
Revisit the plans so tmouth won't be devastated by an 8 year destruction
I am a regular user of the gwr to London and of this stretch of the coastal path. This is a beautiful and historic stretch of Brunel's masterpiece. We are already foisted with unreliable new Japanese trains. You now plan to impose brutalist cheap concrete monstrosities that your engineers will neither visit nor care about. Shame on you. Your platitudes about improvements will not fool anyone locally.

The current revised plan is a catastrophe. Put this on hold until the public have the full environmental report. Where is it?
It's unnecessary and too little thought has been given to the local community
The design is hideous, ugly and not in keeping with anything in the area.
I use this path and beach weekly and have done since a child with my mum and so has my mum with her mother. This beach will disappear with your planned upgrade and you know this but as you are disconnected and have no care about this environment or the people of the Town it would be hard for you to feel how we feel and how we must protect against these harmful unnecessary decisions that disconnected dispassionate people in power make. Try and view this as if this was happening to your must lived place and then you will get it.
I strongly disagree with this project. The proposals do not seem to be sustainable. The movement of the railway out to sea will not improve the service and will not protect the cliffs or the line itself. The stretch of line that is being threatened by this plan is historic and culturally significant. The area is massively popular with holiday makers and local residents and undertaking eight years of work on it will have a dramatic effect on the local community.
The plans are horrendous and unrealistic. They will ruin the landscape and not work
Are the cliffs really that unstable? How can you prove this? Water drainage/surface run off off the cliffs, this could be improved and increase the stability of the cliffs in my opinion. Are you trying to come up with a solution for a problem that might not occur for 20+ years? The design for resilience needs to accommodate local users as much as it does by users of the railway in the most sympathetic to natural landscape as possible.
Please consider rock shelters and breakwaters.
The rock armour around spey point is appallingly ugly and extends onto the beach too far. The loss of beach between spey point and teignmouth is considerable and as the cliffs above are not considered a high risk the rail track here and the sea wall should not be extended onto the beach (keep current alignment).
I can't see how the current plan bears cost-benefit justification. It feels like the must be political or commercial forces at work to propose such a plan
Keep listening to public and adjusting your plans. Concern over how you will manage materials and equipment
Comments
1) Landscaping - a good firm needs to be brought in to "lift your plans". Could incorporate stones from Brunel's wall (which will be encapsulated) waymakers for walkers - sculpture or in paving. Tamarisks to replace those that will go. Imaginative planting. Glad Teignmouth sign being saved.
2) Tidal & hydrographic flow chart addressing your final configurations for the wall and possible effects on Teignmouth itself. IMPORTANT.
3) I feel the model shows a lot more beach than will actually be visible for most of the time. Adjust?
4) Cyclists - separate paths from walkers (think you this in mind?)

You have stated that the new line will not extend beyond the existing Sprey Point. The protest groups think it will extend much further out, who is right?
Please see above.
Is there no way of tunnelling through the hillside?
Further detail of environmental impact needed.
Network Rail need to look more carefully at other proposals that do not build on beach.
Modified plans are an improvement. Crucial to keep railway line in operation but as much beach as possible must be retained
It is quite a difficult consultation, I rely heavily on the railway line for my business but also recognise the need to keep our most beautiful of panoramas, as a local person. It really is a shame that both sides determine not to compromise, a lot of satisfactory projects come to fruition when people work together
Slick and polished but short on facts, measurements and specifics.
Need to see EIA detail
Thank you so much for continuing to have faith in the railway of SW and providing this important asset to all who live in and visit the SW. We have been so impressed by the efficiency of Network Rail despite adverse weather conditions both during the "great storm" and since. It is such an important asset for those who want to avoid car use or cannot afford to run a car or are not able to drive. It lifts the spirits every time I either see the train from the beaches or coast path and especially when I travel by train from Newton Abbot along the Teign Estuary, the South Devon Coast and the Exe Estuary. We are so blessed to live in this beautiful part of the country, we must remember that we share this with our all who just pass through to continue on into Cornwall or away from the West Country. So to find a solution that preserves both our beautiful countryside, beaches, cliffs and railway we may all have to compromise but I beg you please find a way to support cycling as well for the benefit of a greener healthier Devon carbon neutral Devon too.
The coastline must be seen from the train. Wall too high
The siting of the Teignmouth sign seems strange, given that the Teignmouth bound train uses the seaward track. Could it be incorporated into the seaward side instead? Will any elements of the old sea wall be incorporated? It seems a shame to just submerge it under concrete. Could the stone be re-used as part of the Sprey Point enhancement?
The whole scheme looks brutalistic and will destroy the scenic character of this area.more thought needs to be put into softening the overall look of the proposals. This scheme is worthy of an urban zone in a large city, not our beautiful sandstone cliff scenery that is what makes this area so attractive.
Concern of immense environmental impact.
Very ugly design - not sympathetic to area & history
Protect railway line with breakwater. Could provide marina.
Brunels groins also need to reinstated.
It is outrageous
Of this destruction goes ahead it will kill Teignmouth with regards to tourism & local businesses.
Putting the railway further out makes it more vulnerable to storms and rising sea levels.
There must be another way where our lovely Eastcliff to Sprey Point can be saved

<p>Please please do not cover up our beach with concrete. This whole proposal is causing me a great deal of stress and upset like so many of us in teignmouth. Please come up with a better plan that will enable us to keep more of our beach or all of it preferably. The revised proposal is still not good enough for the majority of people here. I use the beach daily as i suffer with an anxiety disorder and am also going through a close family members stage four cancer diagnoses. She too uses this beach as a get away. Please im begging you dont take it away from us. There are definitely other options that wont be so detrimental to our town. This beach IS the best asset we have.</p> <p>It has come to light that you havent done an environmental survey and therefore dont know the impact that this will have on our remaining beach and the point which protects our harbour. There are many people now saying it could ruin everything we have left.</p>
<p>Scrap proposals, build an inland line. Your plans look like a motorway, not in keeping with natural area!</p>
<p>Not sure how this can be allowed when it is so detrimental to the environment/habitats!</p>
<p>Not impressed!!</p>
<p>The enormous civil work will likely close the coastal path for up to 10 years between Holcombe & Teignmouth. This is not acceptable to me. An alternative path must be provided.</p>
<p>The concerns of the locals have been listened to, this plan is a big improvement.</p>
<p>A good balance between perfection and destruction</p>
<p>I wish to object to these plans very strongly. They represent an unacceptable threat to the inter-tidal flora and fauna which currently exists there, including a number of endangered species. These resources have not been recognised or appropriately valued in the proposals. So can you please re-evaluate your plans and come up with alternatives.</p> <p>Many thanks</p>
<p>I am 73 years old - dog people (visitors) bring money to Teignmouth town, they will go to Paignton/Torquay instead.</p> <p>[Separate Letter included with Form]</p> <p>Network Rail plans to take 1000 metres of Teignmouths Dog Beach. Dog owners are tourists that bring money to the towns.</p> <p>Teignmouth community already have a blot on the facial aspect of our seafront.</p> <p>We do not want another blot - a cement beach.</p> <p>The sea is very strong and she will do what she wants and when she wants to.</p> <p>At Dawlish Warren a wall has been built curving towards the land - but it then curves back towards the sea. But not enough has been built. but it is working at present.</p> <p>Not a happy bunny.</p>

<p>You are putting your workers at risk and anyone assessing the area. This should be closed down as it's too dangerous to go ahead. What if a storm happens whilst network rail are working and they get washed away or worse it hits electrical currents? These plans may stop it but for how long? With climate changing rapidly I don't think this will last long give it a few years and it will all be washed away completely. After reading your report it may work but like I said for how long? Your wasting money on something that cannot be changed no matter how hard you try.</p>
<p>I am a Teignmouth person born and bred as is all, my family and friends be heartbroken to see this, area changed by your plans. Move the railway in land</p>
<p>Try to make the barriers more visually attractive and blending into the colour of the local geology. It would be a shame if the new wall stood out as a white sore thumb.</p>
<p>Sprey Point is dangerous</p>
<p>Large granite stones at spray point look hideous</p>
<p>I don't like what you are doing. There are other options. You don't need to take our beach away. It is very bad for the environment.</p>
<p>Be honest about the real "impact" on the economy. 46 events in 120 years is not "significant impact", it's a "minor blip". Most tourists that travel to the SW do so via car, not train, because the train takes way longer, and is far less convenient. Same goes for freight - most comes via lorry for the same reasons above.</p>
<p>I can't get about now. My son uses the line every day for work</p>
<p>need to hear what Teignmouth harbour port authority say about drifting of sand across port entrance.</p>
<p>The main objections seems to be aesthetics and loss of beach together with disruption to Teignmouth in terms of tourism and loss of beach/pathways, particularly during the construction stages. From our own observation the beach is used mainly by dog walkers, many of them! The majority or visitors and residents of Teignmouth rarely walk on this stretch of beach but do use the pathway alongside the railway line. An important concern is the impact on the main Teignmouth beach. How will it effect water quality during the construction and what effect will it have on the movement of sand and on marine wildlife? On the model we question whether the illustrated section of sand reflects actual reality? In addition does Sprey Point need to be extended quite so far?</p>
<p>As above</p>
<p>The project was to protect the rail line not to provide amenities. The design needs to minimise beach loss.</p>
<p>The aggregate used for the wall should reflect the colour of the cliffs</p>
<p>Overall a good proposal that would be even better if there was a cycle path next to the sea.</p>
<p>I travel this route rarely but my husband uses it frequently and finds the route beset by difficulties. It is also a problem for guests coming by rail from London to visit our B&B.</p>
<p>Proceed as per plans</p>

By putting the train through a tunnel over the present track. Will save time and money, plus a quicker outcome.
Try and limit the works disruption, but otherwise the proposals seem good
Pretty picture in booklet.
If you have any placement opportunities please contact me.
The beach is inaccessible so much of the time that loss is not important.
Worried not enough research has been done about tides and waves patterns.
Perhaps a breakwater would reduce the wave heights and better protect the track.
Only that the work is essential
Learn from history. When shingle was dredged to build Plymouth Dockyards Hallsands was irreversibly damaged. You DO NOT know how this will affect the rest of the coastline around this 1.8km slab of concrete you intend to build. Also, great work on fabricating the scale model of the beach!
Use other land don't destroy a beautiful place!!
I am opposing the project for environmental and ecological reasons.
Can we not have a plan that saves or improves the beach?
Feel Network Rail have listened to people's comments, happy with scheme now
Consultation papers say that the Teignmouth letter on spray point will be saved, relocated and refurbished, I think that is really important as they are an iconic view when entering Teignmouth on the train. Its part of the towns identity.
The duration of proposed works at c. 8 years is very long and will cause a significant negative impact on Teignmouth.
Teignmouth will no longer be a tourist destination if this goes ahead as it will be ruined. There must be a better way to stop landslides than risking waves stopping trains because the railway will be further out to sea
Go back to the drawing board and create an alternative route
Get on with it The beach between Sprey Point and sailing club did not exist in 1960s. We have lived in Teignmouth for 60 years and went to school here.
On completion this will provide a local boost to the economy. Would it be possible to include a franchise outlet, (coffee shop etc) near the Parsons tunnel end of the wall. I am all for this, when can you start.
groynes may help
Agree that the current proposed project is a good scheme, and appears to satisfy the cliff stability problem, the sea wall defence, rising sea levels and environmental impact plus provides a better amenity.
need to be completed before a disaster happens.
It is ugly and would not be a pleasant place to walk
No one wants to lose the railway but if beach goes no one will be visiting and whilst under construction the town will be a mess
The whole plan is focused on the cheapest solution - not the best solution.
Why concrete? Why not repair Brunels wall?
Still waiting to see Environmental Impact Assessment.

I have send under separate cover a document to SouthWestRRP by email. This is to be considered as my comment on the proposal.

[Executive Correspondence]

I write as a concerned resident of Teignmouth and represent only my own views which are based on having lived in this area for twenty years.

The Network Rail consultation period is soon to close and I would like to raise a number of questions for your attention. I therefore enclose a document setting out my questions and the background from which they have arisen. I appreciate that this is a relatively long document and that you have other commitments taking up your time. However, I assure you that this matter has occupied me for a considerable time and is causing me genuine concern.

Thank you in anticipation of your reply.

[Attached Letter]

Questions for the Network Rail Parsons Tunnel to Teignmouth Resilience Project

My name is [redacted]. I have lived in Teignmouth for twenty years and for virtually all that time I have run businesses in the town centre. I graduated in 1984 as an Industrial Designer. I work with Computer Aided Design (CAD) and Computer Generated Imaging (CGI) developing solutions to complex three dimensional problems.

I understand that Network Rail has to fight two battles in the area between Parsons Tunnel and Teignmouth, one with the sea and one with the cliffs. Network Rail have the opportunity to deliver a world class solution to these problems using innovative and proven engineering methods. They call themselves world class engineers. I acknowledge that Network Rail appear to have listened to the feedback given after their first consultation and I trust they will again listen to the feedback of the second consultation and deliver an improved proposal. I believe that the revised proposal does not go far enough, and I am worried that the proposal has not been communicated adequately and completely at the consultations. The consultations and online documents have raised some questions for me.

Question 1 - The Human Scale: Why was the proposal not presented using readily available technology in clear and transparent ways the public can relate to?

Network Rail have made no attempt to describe the scale of the proposal in terms that human beings can relate to. The recent initiative by the Save The Beach campaign to form a human chain on the beach depicting the limit of the wall/revetment was a far better and honest attempt than any that Network Rail have made to date.

Network Rail could have easily created an animation where the current layout faded into the new scheme and back out again. It would be easy to show this from multiple view points, eg. from the beach, from Sprey Point and aerial views as well as from the sea. It would be just as easy to show the scene at various tide states. The use of VR headsets at the consultations would have allowed visitors to look at the proposal from different view points and see other people in

the view thus giving more realism and scale. In my professional opinion the presentation was substantially under par given what could have been done.

Question 2 - Decision makers: Will the full list of stakeholders, and persons eligible within them to be consultees, be made publicly known?

The term Stakeholder is often heard. I would have thought the primary stakeholders are those people that live locally, pay their rates and are responsible law-abiding citizens. It appears these are not stakeholders. Stakeholders are a collection of authorities and bodies with big interests. Some of these may have vested interests in the adoption of proposals by Network Rail and should be excluded from having any input into such decisions.

Network Rail are planning to extend their work sites to include a facility at Teignmouth Docks. The docks are occupied with the commercial activities of ABP and it is reasonable to expect that the flat land at Polly Steps will also be taken over for Network Rails requirements. This will affect access/use of the public slipway and may encroach into the boat storage/trailer park area. There is the issue of whether ABP, THC and TDCouncil will benefit financially from supporting Network Rail with access to these sites and are they therefore eligible to be counted as a stake holder or a consultee in the consultation process if they have a vested interest? Other persons who are part of the stakeholder consultation must declare their interest. This would include those with rental properties, business that would arguably benefit from patronage of workers and those with direct family members with similar interests or potential gains. They must be excluded from the process as well.

It is likely the final decision will be made in Whitehall by people who have never set foot in this area or who probably don't give tuppence for us and our beautiful environment. Their considerations are set out before them in black and white to rubber stamp with a whispered, "it's for the greater good". The decision-making process requires empathy and vision from those who see a bigger picture than the cost to benefit ratios.

Question 3 - The potential loss of Teignmouth Town Beach: Will the dredging at Teignmouth be altered to suit Network Rails activities and if so, what will be the consequences of these alterations on Teignmouth and Shaldon beaches?

There is a complex cyclical pattern of sandbank build-up at the mouth of the river Teign followed by its manmade removal by dredging. ABP have recently made a multi-million-pound investment in the infrastructure of the Teignmouth Port and in a determination to keep the port open for larger draught vessels are removing more sand from the shipping channel than ever before. The effect of this is loss of the sand off Teignmouth and Shaldon beaches. TDC monitor the beach levels and in recent times they have applied to the Environment Agency for grant funding to take emergency action to protect the sea wall, The Den and Point car park. So much sand has gone from Teignmouth town beach that the owners of Teignmouth Pier are shortening the Pier to stabilise it after its footings have washed away.

Both beaches are very stony, visitors and residents regularly comment on the scarcity of sand on these beaches and the recent increase of sand around Sprey Point. The consensus is this change can only be due to dredging.

Network Rail are proposing to use the sea approaches to Sprey Point for logistics during construction. This will conflict with ABPs dredging operations and will almost certainly result in dredged material being dumped elsewhere, where it will accumulate or be dispersed in the currents.

Question 4 - The benefits of a beach: Have Network Rail studied the historical evidence of what happens when a sea wall is moved closer to the sea?

Before the sea wall at Dawlish was built in 1901/2 the beach in front of Dawlish Marine Parade was enormous. After the wall was completed the wave scour/rebound had removed the entire beach by 1908 leaving the bedrock exposed and allowing the sea to directly impact on the sea wall.

The current sandy beach between Teignmouth and Holcombe is capable of absorbing enormous storm forces and represents the best barrier available to protect the wall. Losing it by moving the wall into the sea will see history repeating itself.

The proposed wall will cause the sand to be displaced towards Teignmouth, eventually to be dredged and deposited out to sea. There the sand will either be dispersed to continue its journey down the coast and be lost forever, thereby denying Teignmouth a town beach or the sand may accumulate offshore and be at the mercy of storms to move around.

Question 5 – Climate Change: Will Network Rail disclose the origin of the data they are using to predict the changing conditions their proposal is intended to combat for the next one hundred years so that their data can be independently verified by the scientific community?

The UN's Intergovernmental Panel on Climate Change (IPCC) concluded that extreme coastal floods that are currently expected once every 100 years could strike every year by 2050. These figures are alarming.

Question 6 – The cork in the bottle: Does the scope of hydrographic survey include the river Teign estuary and will it investigate all conditions which could increase the risk of flooding to Teignmouth, Shaldon, Newton Abbot and low lying areas of the river Teign?

Certain conditions of tide, prolonged rainfall, low atmospheric pressure, storm force onshore winds, and sea level rises cause the water level in the Teign estuary to rise to ever higher levels. The lowlying land of Teignmouth, Shaldon and Newton Abbot are already at a heightened risk of flooding. The proposed rail alignment could increase this risk and inadvertently lead to regular flooding.

The estuary is fed by the rivers Teign and Lemon and many smaller brooks surrounding it. Those are fed by rainfall on surrounding higher land and their catchment comes from many miles inland. The estuary fills and empties with the tides and the level of these is dictated by the tidal cycle, atmospheric pressure and wind push. With the sea pushing in from one end and freshwater pushing in from all around, the easement of the channel at the estuary mouth is critical in preventing flooding.

The estuary upstream of the port is no longer dredged to maintain a navigable way since it ceased use as a channel for the ball clay barges. There is good evidence to point to the silting up of the estuary above Shaldon bridge and a reduction in its water carrying capacity. Lack of dredging is regularly cited by the Environment Agency as a contributing factor in many cases of flooding.

The 2011/12 flood defense scheme works implemented in Teignmouth was heralded as minimizing the risk to 600 properties from flooding. The data used for calculating those defenses came from what are now outdated predictions. No one can argue that sea level rises are increasing at a previously unimagined rate and will continue to do so until a miracle happens. The patterns of weather are changing. Dry periods bake the earth and prevent water from seeping in. Prolonged periods of heavy rain create tremendous surface water run off/flash flooding.

Storm waves striking a plain sea wall with limited opportunity for the waves to break and release their energy will result in reflected waves that further intersect with the next wave arriving. This results in a tremendously choppy sea capable of scouring a beach and transporting it in suspension. Sand accumulated offshore will also be picked up where it will travel and likely be deposited in the vicinity of the mouth of the Teign estuary. The sheer volume of material deposited could not be removed in the space of one tide cycle and, if repeated during a stormy period when dredging cannot continue would effectively cork the estuary.

If the easement at the river mouth was compromised, Teignmouth, Shaldon and low-lying areas around the Teign Estuary and Newton Abbot would have an increased risk of serious flooding.

Question 7 – Mitigation and Compensation: How will Network Rail mitigate for any increased risk of flooding due in part to their proposal and if there is flooding will Network Rail compensate for all losses sustained until such a time the risk is reduced to the level preceding the start of the implementation of their proposal?

It is fair to say that many people do not understand the consequences of flooding. If low lying areas were flooded this would affect several hundred properties in Teignmouth alone. Simple matters such as hiring a skip to dispose of waste would be impossible, electricity and telecoms would be offline, shops, chemists, doctors' surgeries would be unable to open, cars would be abandoned. Hiring tradespeople to undertake repairs would be first come first served. Flooded areas would be paralysed, infrastructure would be decimated, and the clean-up would take months if not years. In the longer term those properties that had suffered a loss would almost certainly be uninsurable. Property values would plummet. Businesses would fold and the area would be left to its own devices as it waited for the next flood.

Question 8 – The implications of an eight year construction project: Will Network Rail clearly define the extent of access the public will have at the commencement of the works, during the works and after the works?

Precautionary measures under health and safety will close public access to the top of the wall and the beaches as soon as work begins. These areas could be closed to the public for the entire duration of the works. Sprey Point is an obvious location for construction site administration buildings, material storage and materials processing as it is the only dry, flat land in the area.

Construction will require a vast amount of manpower and materials and these will initially congregate at Sprey Point.

Question 9 - Blue Flag or Brown Flag: What assurances can Network Rail give Teignmouth that its coveted Blue Flag status will be unaffected by its works for the entire duration of those works? The construction methodology states that the backfill behind the new sea wall will be done by pumping material from a barge through a huge pipe and over the wall. This same pumping method will be used to supply material to build the buttresses in front of the cliffs. The water that carries the backfill will then be discharged into the sea along with contaminants. In 2018 Teignmouth Town beach turned black after the spoil from dredging at Exmouth Marina was dumped off Sprey Point.

The bunkering/ fueling of plant machinery, disturbance of previously contaminated ground, cement working and general construction will all create pollution, most of which will be carried by rain into the sea.

As soon as Network Rail begins construction the risk to Teignmouth is that it will lose its Blue Flag and contamination of the beach may permanently prevent its reinstatement.

Question 10 – Infrastructure: Will Network Rail make a full disclosure of the impact they anticipate their construction will have on the infrastructure of Teignmouth?

Network Rail consultations have not told us anything about the impact of their works or how such a huge project would be implemented. We are told the works will run over eight years but it is likely the weather and escalating costs will extend that into the unknown like HS2 and similar projects under their stewardship.

Construction will require hundreds of workers who will need accommodation, parking, health care and who will travel to and from work.

Already heavily congested roads will take the extra burden of construction related traffic which will gridlock normal travel and paralyse emergency service vehicles. Road use levels will also correspond to the tide and weather. Plant/materials/workers will cause disturbance and a noise nuisance late at night and early morning when work is dictated by the weather and tide.

When beaches become polluted, noisier and smaller and the town harder to access, tourism and visitor numbers will reduce year on year. Tourists could be deterred for years to come and never return. Tourism is the lifeblood of the local economy. Lose tourism and lose businesses.

House prices will be adversely affected. Rents will go up because of increased demand from workers.

Question 11 – Amenities: Why have Network Rail not undertaken to reinstate the same amenities they are destroying?

The people of Teignmouth and Holcombe and their visitors will lose access to the foreshore and walkways for upwards of eight years. It is reasonable to expect that Network Rail would reinstate all the same amenities (or better) before they leave the site.

Question 12 - Fit and Forget or adapt to change: Why does the proposal not include several set review dates or thresholds which enable the proposal to start off at its lowest impact and adapt to changes?

Network Rail is proposing a fit and forget solution they can ignore for a hundred years. That approach is arrogant and heavy handed in comparison to a flexible proposal that responds to predicted changes at threshold trigger points. A world class engineering company would be able

to conceive, develop and deliver an innovative flexible proposal with broader acceptability to all parties.

Question 13 - Public Enquiry: Do Network Rail agree that a public enquiry is necessary?

The realignment has far reaching consequences which need to be fully understood. Very few people dispute that the railway line needs to be resilient, but there are many people like myself who want to understand the consequences of any scheme that is adopted.

A public enquiry to hear everyone's concerns and establish all the facts is absolutely vital to arrive at a recommendation for an appropriate and acceptable resilience proposal.

Sources <https://www.ipcc.ch/srocc/> <http://www.southampton.ac.uk/~imw/Teignmouth-Dawlish.htm> All sources and images are © the copyright owner and used under fair use and not for commercial gain

I just don't see why you need to take our beach away. There must be another way to do it. You need to make a compromise because this is impacting too many people.

Ill thought out, badly designed and flawed. No consideration for amenity, impact on local economy, tourism, environment.

Only one option appears to have been considered, and this totally inappropriate and illogical. How can moving a train line closer to the sea ever be considered wise/ desirable, especially with rising sea levels predicted? Seems to be NR's choice, not what's best for the area.

Environmental disaster, causing untold damage to habitats and the local and wider areas.

No information provided about impact on any of the above. How are you permitted to hold a public enquiry without the Environmental Impact Assessment? Appalling.

The proposals are the most expensive and disruptive and are absurd in my opinion.

We need a win win for this. Use the money to build something in conjunction with the wishes of the residents. Please. So much can be done to impotence the line and yet retain the beaches. Please listen to us.

The current plans are not sympathetic and need rethinking.

To pour tons of concrete onto a beautiful stone wall is disgusting - you had no thought for the people of Teignmouth

If NR are going to build over 1.9km of beach, I'd like to understand what residents of Teignmouth will get back in return? I purchased my house so I could walk on that section of beach daily. I want compensating if this is going ahead.

I haven't heard any offers of rail ticket reduction for local residents if this goes ahead? You say that locals use this line regularly - we can't afford it! Low salaries in south Devon mean that the rail option of transport is achievable for most and it's cheaper to drive. Students use it daily, but that's it. Apart from that, it's for the elite. People with second homes in Cornwall who don't contribute to our local economy. I'd therefore like to ask what will the people of Teignmouth get in return as compensation for losing our beach?

Where are these plans being displayed near to the development site? Nowhere! There is nothing on that section of beach, or in Eastcliff Carpark from NR highlighting the planned development, loss of beach or consultation process. Shame on you. Such underhand tactics. Dawlish has lots of banners on the sea front indicating the works in progress - Teignmouth has nothing to read or view at all.

There is nothing to blend the design in with the existing landscape. I visited a service station recently in Gloucester which looks like a grassy hill. If they can do that beside a motorway, then NR can aesthetically improve this design by 100%. The pathways need to be made from local materials and why can't you re-use the stone from Brunel's original wall?

There needs to be more improvements to the facilities on offer. I'd like to see a walkers trail which gives marine and nature points of interest along the wall. Something educational for children and adults. In Teignmouth we have a sculpture trail every Spring with new sculptures appearing every year along the sea front. They are used to highlight themes such as climate change, single use plastics and recycling. They bring interest to an otherwise static promenade. NR need to introduce something to this walk for a similar effect.

I completely disagree with the proposed alterations which would cause much disruption to local economy, reduce house prices and be devastating to local residents who spend daily time on the beach.

A much more conservative scheme would be cheaper, satisfactorily effective and ecologically far better.

Teignmouth needs its beach - the proposals to lose so much of it are shocking

Please rethink before you ruin Teignmouth forever. New wall is just downright ugly!

We cannot accept the current proposals, the environmental impact and unknown ramifications are potentially devastating for this lovely town and coastline. Repairs to Brunel's wall and cliff resilience work no doubt are required with an ongoing programme for the future. The loss of beach and beautiful view along the coastline would be in our opinion detrimental for this community and the visitors who come from surrounding towns and villages as well as from out of county. In this time of climate and environmental awareness we have to work with the natural surroundings and the people who live and work here and not bulldoze through doing more harm than good. We need to see how this proposal would impact the marine wildlife and the whole coastline including any change to the already fragile pier, harbour and Shaldon itself, there are too many unknowns to feel that this is a safe way to proceed.

<p>How on earth will this proposal bring more people to Teignmouth? There will be no beach The elderly, young, families come here for a holiday not a jog along the seafront They come to the seaside, they come to sit on the beach, they come because they love it here. I walk this beach twice a day every day, it's a beautiful site I do not jog, hardly anyone jogs along there, I walk, I enjoy the wonderful scenery which is why I moved here 20 yrs ago, this proposal will encourage more joggers and cyclists, it is for relaxing in a peaceful and beautiful environment, it is not an open air gym It's a traditional seaside town with a beautiful expanse of beach that is going to be annihilated from history because of a train track A very important train track for this part of the UK admittedly but surely there could be a better plan, not so dramatic? Not so intrusive? Not so selfish for Network Rail?</p>
<p>Someones ego is merely driving this for them to change history. There must be a better solution which is not so over the top, expensive, badly thought out and destructive which will lose human beings a beautiful area of the UK forever AND that is irreplaceable, a train track is</p>
<p>There needs to be another option to save this area from destruction</p>
<p>You need to come up with an alternative to mass filling of concrete this is an old concept to a problem, look at other countries and their solutions to this. Can you make a breakwater further out to retain the beach ?</p>
<p>They have not been put together by anyone who knows the area, scrap them and get a local person to assist with re-planning</p>
<p>These proposals would devastate the local residents who love the beach and all it offers. Not to mention a decrease in house prices and local economy. I and my family are strongly against these proposals.</p>
<p>Scrap it and use an alternative route</p>
<p>It is a stupid idea AND destroys Brunel's sea wall as well as the only part of the beach we can take dogs on in summer!</p>
<p>There are other ways to preserve the railway without destroying our beach and wall.</p>
<p>Teignmouth is a family 'seaside' town!</p>
<p>Preservation of the beach is important to me and my no. 1 priority.</p>
<p>It is ugly, it takes away the BEST bit of beach in Teignmouth!</p>
<p>Concerned by loss of movement of sand away from beaches in Teignmouth. Environmental Impact unknown. cannot walk dogs on next beach spring and summer.</p>
<p>While accepting that safeguarding nation/regional infrastructure will override consideration of local community interests and that if a track realignment/sea wall option is favoured as much of the beach as possible has been retained, I really think you must try harder to provide a far more sensitive 'local ' solution that creates a 'sense of place' and a package that provides adequate compensation for the 'costs' being imposed on the local community.</p>
<p>The long ramp will be little used.</p>
<p>Please don't block sea view for trains or wheelchairs</p>

<p>The 8-10 year disruption period will significantly effect the fragile tourist economy which shows potential signs of improvement recently.</p>
<p>The recent news regarding the proposed sale of the US company BARS' 15 miles of track along the Dartmoor rail line should ensure the authorities re-visit the option of reopening that desirable route.</p>
<p>Cycle path creates visitor trips We must NOT miss this opportunity to promote cycling + health.</p>
<p>During the work please provide some other walking routes or otherwise reduce the impact on leisure activities.</p>
<p>Current plan seems to be the best solution for</p>
<p>Why not use Okehampton Line from Exeter and Heathfield to Newton Abbot</p>
<p>Layout of the scheme allows for greater leisure walking opportunities</p>
<p>Good to see proposed plan shows walkway for walkers and not shared with cyclists.</p>
<p>Whilst I understand the need to make the line more resilient, the environmental, historical and aesthetic needs of retaining the existing beach are just as important. With climate change being such an important issue and the obvious effect this has had on dawlish part of the line, I do not see how the high expenditure involved can be seen as a valid longterm plan. There will always be the risk of additional coastal erosion and line disruption caused by high tides, changing flood plains and storm damage. Cliff stabilisation can take place without the creation of a concrete block.</p>
<p>Improve the clarity of the Proposals booklet diagrams to show medium risk areas if any and the new and existing track positions.</p>
<p>Disproportionate response to the historic landslips along the stretch of coast.</p>
<p>The actual down time for this section of the line has been minimal over the last 20 years, particularly compared with the very exposed section in Dawlish, and none of this downtime has been due to the effects of the sea. Cliff stabilisation work has already taken place.</p>
<p>Would it not be easier to construct avalanche shelter style protection if there actually is a serious threat to the line from cliff face instability?</p>

Whilst I am not in favour of this plan, as I think it is unnecessary, the money being better spent on new and improved rolling stock to alleviate over-crowding, I expect it to go ahead anyway.

I think it is very disappointing that Brunel's lovely stone wall promenade will be buried and replaced with unattractive concrete rather than being replicated or removed and rebuilt. However, once again, I expect this to happen but would very much like to see the new wall broken up with some strips or patches of stone to be reminiscent of the original. It may also be possible to colour the concrete, perhaps in alternating sections of different 'local' hues. (I presume a photographic record will be included on the information board to remind people of the former wall.)

I am also dismayed that the new smoother and safer walkway will not be available to cyclists. I feel strongly that it should as the current route along the main road is far from safe. There are plenty of examples of shared pedestrian and cycle route which work perfectly adequately and safely even if the Teignmouth end section require bikes to be pushed. The Holcombe end, with a second footpath would offer an alternative to nervous pedestrians. I presume the Council, who I am told rejected this, believe cyclist to be reckless but in my experience this is not the case.

Further more I should like to see glass panels at intervals along the walls so that children in push chairs and people in wheel chairs will be afforded views of the sea to alleviate what would otherwise be a boring route for them.

Just have to see it done.

A cycle path would add better access for cyclists to enjoy the path too.

Regularly cycle Exeter, Dawlish, Teignmouth and Newton Abbot and would welcome new route off road.

I don't doubt many thousands do use the railway to get to work. Users for this purpose are doing so because Exeter is becoming a car locked city. The other important point is for commercial benefit for both Devon and Cornwall.

WE NEED THE RAILWAY MORE THAN THE BEACH , BUT PLANS SHOULD ACCOMMODATE BOTH SYMPATHETICALLY .

I'm sure your experts know best

Do not want to lose the beach

I think Network Railway need to consider other options and listen to the vireesbof others. Moving the railway further into the sea will not protect the railway. Do something to resolve the rock face and protect the current wall.

Please do not entomb Brunel's wall behind masses of concrete never to be seen again! An example of the work of one of Britain's greatest engineers being destroyed by today's architects/engineers. Concrete will destroy our biodiversity and our coastline forever. Please look at other options.

<p>the loss of beach as demonstrated today at the human chain protest, with a low tide demonstrated just how awful the impact will be on the beach, particularly at the holcombe end, where it is hugely affected.</p> <p>I fail to understand why the line is OK to pass so close to an unstable cliff at Parsons tunnel, but can not do so elsewhere along the line, or why there is a need for such an enormous extension to Sprey point.</p> <p>The length of such works will devastate the area for years, as it will make the whole area unusable for large periods of time. I visit Teignmouth at least twice per month, and spend £20 per time in local cafes. That income will be lost to the small business, if there is no ability to use the beach, and therefore no point in my visit,</p>
It is important to maintain rail links to improve green transport options
See previous comments about mitigating environmental impact
The canoe club in Teignmouth is not on the list of interested parties.
Go through the cliff as per on the continent
<p>I hope the large concrete TEIGNMOUTH sign at spray point can be preserved.</p> <p>Personally I would appreciate a pedestrian only path. No cyclists.</p> <p>Please do not be swayed by the small but vocal minority campaigning against this project. They seem to be mainly concerned about keeping a beach to walk their dogs. However, from my experience the numbers now doing this are a very recent phenomenon. Also Holcome beach is rarely used even in the height of summer. It would be unusual to see 20 people there at any one time.</p>
Hopefully vegetation on model will be installed AND MAINTAINED.
Please consider environmental impact
What is the relationship between dredging and loss of sand on beach?
Because of climate change it is very important that the route is strengthened and improved.
Pleased with the new proposals, particularly the increased walkways.
Enable access for swimming where there are no underwater rocks off the beach. Arrange for Teignmouth dredges to dump off Holcombe Beach to keep the levels of sand high by getting the permitted area for dumping extended.
The proposed works seem out of proportion when looking at the number of incidents on this part of the line. The length of time the work will take and the associated works traffic will impact detrimentally on the economy of Teignmouth, and as a resort. The impact on the environment needs to be assessed, including effects on marine life and surrounding coastal areas.
Please build a Via Duct or Breakwater instead of building on top of the beach
None
I think you have done well to listen to people, and have come up with a good proposal. It is essential that the rail link through Dawlish and Teignmouth is maintained, and if the price is a loss of beach, it will be worth it. In any event, the beach varies over the years, and perhaps the beach will reappear in a few years!
The human chain event on 8 Feb 20 showed majority of beach used by visitors at Teignmouth is not affected

<p>Please ensure that the paths provided in the plan are not available for cyclists who invariably cause safety problems for pedestrians in relatively narrow areas.</p>
<p>Clarify in writing why the use of avalanche shelters (used world wide) together with strengthening of the sea wall, cannot provide the protection of this part of the line needs at a much reduced cost.</p>
<p>The consultation on 23 Jan 2020 was particularly impressive compared with the previous consultation. Your representatives [names redacted] (?) were very well briefed and helpful. Thank you, and now lets get it done!</p>
<p>A lot done for disabled but could do more to incorporate walking and bikes - disabled only. (Stop other cars using road except access)</p>
<p>I live in Chiswick & Teignmouth so I drive but this project is great. We need this to happen ASAP.</p>
<p>Great improvement for all for foreseeable future.</p>
<p>Look closely at encouraging flora and fauna on the revetment.</p>
<p>Revise your plans again. The beach must be saved in its current form, pushing the wall out 28m will destroy the beach. The cliffs havent moved in years, and to guard against any potential movement the cliffs can be stabilised in a sympathetic way, "avalanche" shelters could be used to protect the most at risk areas. We can have a more resilient railway and keep the beach.</p>
<p>How will the new wall effect the sand drift, and why does spray point need to be removed?</p>
<p>You want to destroy our beach and expect everyone to be happy about it? Think again! The tide line on your model is very misleading.</p>
<p>I strongly disagree with the plans as they are</p>
<p>I don't understand how these plans can have been drawn up before the exploration of the impact on the natural world has been completed. The changes made could have a serious effect on the tides and the coastline further along. The planned work will have a devastating impact on the environment for all living things, including humans, not only during the works but for years to come. I fully understand the need to protect the railway but I also understand that since 1867 there have only been 46 incidents that have impeded the railway. The biggest problem on this stretch of coast is flooding at Dawlish Station yet plans to deal with that are far down the line. I think money would be better spent with lesser work to maintain this as a branch line and more money spent on an inland route. The local economy will be damaged far more by carrying out these works than by losing the railway. In the time the work will take visitors will have a negative experience and fail to return. Where will all the people doing the work live? I came to live in Dawlish five years ago. The coastline was a main attraction for us and we visit the beaches in Dawlish and Teignmouth several times a week. The proposed sea wall at Dawlish will stop me wanting to go there and now our alternative is about to be ruined. There must be an alternative that will give the rail links necessary for the economy that do not ruin the environment and harm the wellbeing of all the people who live along the line. Plenty of alternatives have been suggested and its time someone started to look outside the box and think in terms that are not just in favour of the railways and the pockets of its shareholders.</p>

I do not believe that other ideas have been explored as yet; this is the easiest and cheapest yet the most detrimental to our coastline, associated habitats and tourism to Teignmouth and surrounding areas.

The high speed project elsewhere in the country will have over a billion pounds spent in order to increase journey times by a matter of minutes. Down here however, we have one route in out of the southwest and network rail is planning to take from us the very thing that many visitors come here for. ...

I disagree with the proposal and believe there are other options rather than to destroy wildlife, water quality, tourism, (amongst other things), which this project will inflict.

Surely moving the line further out to sea only brings a new set of problems for the railway whether it be now or in 100 years time.

Yes these proposals are most probably not where enough to be safe from the Severe Gales and Storms that we get now, and most probably in the years ahead;
Best to reconsider the Inland Routes again in terms of Resilience and Reliability;
The proposals appear to be fudged as in the Public Meeting I have attended I got the impression that the loss of Beach Area was not clear; might I ask why the actual beach was not marked out to show the actual extent of the removal; tis easy to do so, so why rely upon a model that seemed on inspection to be made to satisfy objections and paint a rosy picture, whereas its a ruddy monstrosity which will blight the area forever more

Proposals are too invasive and will totally ruin this iconic part of our coastline. Once gone it will never come back

Any work needs to be of minimal impact environmentally and aesthetically.
Look to other parts of the world to see how they manage the same problems

I can break my feedback into three sections with regard to the proposals presented by network rail.

1. Length of monitoring period of land slip is too short. The land slip near spray point which occurred in 2014 does not appear to have undergone any further movement since. In my opinion the monitoring period should be extended to further evaluate the risk this land slip poses to the train track. The land slip is the only short term risk being mitigated by this scheme, rising sea levels whilst a real threat are a medium to long term risk to the railway.
2. The range of remediation schemes considered is too narrow. Only two schemes have been presented as having been evaluated, moving the railway seaward and grading the cliff. Other viable schemes such as a series of bridge linked artificial islands have not been considered and as such the design scoping should be reworked.
3. Unnecessary extent of cliff stabilisation. Network rails own geotechnical assessment shows that only a small length of the cliffs between Teignmouth and Holcombe present a moderate or high risk yet the scheme presented suggests stabilising nearly the entire length significantly increasing the impact of the scheme and presumably increasing costs which will ultimately be born by railway users. The current scheme should be re-evaluated to only mitigate areas of moderate or high risk.

I have lived here all my life - born within yards from the beach and I cannot let you just spoil this lovely place just because every 10 years the cliff might come down on the line - it happens! Get over it.

Visitors to our town also love coming here because of our lovely beach and sea wall.

<p>Please please rethink your plans. Shocking lack of thought, you are ruining a beautiful seaside town which is struggling as it is. Please put more vision into this - Brunel managed to, surely in this day and age a more environmentally and aesthetic way forward should be possible.</p>
<p>Please consider something else than taking away our beautiful beach, the plans are falsely representing how much of our beach will be destroyed and lost forever, save our beautiful beach</p>
<p>Do not reduce the size of beaches, new raised pathways do not make up for losing any of the actual beach.</p>
<p>your claim that the new proposal will maintain most of the beaches is a lie, as is your statement in your justifications that the line was closed for six weeks in 2014 because of the cliff fall (rather than what was happening in Dawlish). I am still unconvinced that the cliffs are that unstable (most sections are rated as low to medium with an expected closure of the line of less than 48hrs; there are many occasions throughout the year where the line is closed due to bad weather for this amount of time!) I would also like to see your environmental impact assessment please.</p>
<p>They prioritise NR's interest above that of the community.</p> <p>The consultation is dishonest - you are asking us for feedback without provision of all info - environmental impact assessment etc.</p> <p>Also - bigger feedback space and actually asking people for feedback might help!</p> <p>There hasn't been a landslip on the line between Sprey Point and Teignmouth for 179 years - why do we need this?</p> <p>Avalanche shelters should be trialled. Teignmouth matters and is not collateral damage against your contrived London-Penzance revenue.</p>
<p>The proposals look okay at first but they do not convey how much beach will be lost. Once it is built the beach will be lost forever. This is a price NOT worth paying. The beach is the main reason for the town being here for both locals and visitors. We cannot afford to lose the beach. When the proposals were first suggested by Network Rail we were in a different place politically. Now we have Boris, post Brexit and HS2 we need to think big and come up with proposals that will not have this major environmental impact. Go back to square one. I also feel this questionnaire is biased by trying to get people to say that they think there needs to be greater resilience so trying to seek approval for this scheme. Looking at your previous pie charts the more people who use the beach the more they are against the scheme. Surely the local viewpoint is more important than the greater region as they will lose nothing in this scheme. You need to give greater credence to the local opinion.</p>
<p>Please leave our beach alone.</p>
<p>The new scheme has worse leisure activities - reduced beach and access - no cycle track.</p>
<p>I cannot believe you think this is a good idea - if you lived in Teignmouth you would not.</p>
<p>My grandchildren live in Teignmouth and use the beach every day as do many other families living there, also how will this enhance the tourist trade for the areas affected, It's just wrong.</p>

<p>[Enclosed note]</p> <p>I found your public consultation leaflet to be full of window-dressing and half-truths, and, in my opinion, worded so as to mislead the reader. Despite your assurances, there can be no doubt that Holcombe beach will virtually disappear together with an extremely large portion of Teignmouth beach. In addition and despite a year of almost unprecedented rain and wind, the cliffs have remained stable with no landslips endangering the railway line. In the circumstances, there is no justification for this project which, in my view, should be abandoned or, if deemed necessary, replaced by an alternative cliff stabilisation programme.</p> <p>Areas considered by you to be potentially hazardous could, surely, be eliminated not by moving the railway line but by removing/tiering the relevant sections of the cliffs in question. I have no doubt that this work would not be beyond the capabilities of your engineers who could, perhaps, work from the top down a la opencast mining.</p>
<p>Greater transparency is needed as to why other options have been discarded, and full details need to be made public about the cost benefit analysis of other options that have been discarded.</p>
<p>I should be appalled at what NR are proposing however you only need to look at their track record on destruction of woodland to know they are a large uncaring corporation who think nothing of obliterating nature, in this era they should know better, most of the world is trying to preserve but not NR, they should be ashamed of themselves.</p>
<p>It's disgusting that you are even contemplating this plan - STOP NOW!</p>
<p>I lived in Teignmouth for 40 years , I bought my kids up playing on the beach , I don't think it should be lost under a concrete monstrosity .</p>
<p>Brunel's wall should be protected as a national heritage treasure!!!!</p>
<p>I urge you to consider the massive negative impact on the local economy and environment of the current plans.</p>
<p>Moving the railway into the sea is not a good plan.</p>
<p>Surely there must be a less drastic option?</p>
<p>It's a pity that an alternative in building of a bridge out at sea were not examined further. Thank you for the public consultations/model etc.</p>
<p>Cliff falls have been rare, sea is problem, crazy to move into sea.</p>
<p>To destroy historic sites like Brunel's wall is vandalism. Long term ecological effects of such major work cannot be predicted (Look at Dawlish Warren. "Experts" got it badly wrong).</p>
<p>If these plans go ahead they need to include provision for cyclists, shared or dedicated.</p>
<p>New Inland route suitable for high speed trains should be considered.</p>
<p>Provide low level hit & miss sea-based breakwaters</p> <p>Sprey Point - tunnel to & from tombola beach and allow new wall to be lowered. Will improve safety and beach retention.</p>

<p>I was a [personal information redacted] design/construction CEng and [personal information redacted] Project Manager for 35 years and congratulate your team on listening to the public and making sensible engineering improvements from the first phase of meetings. I was also an [personal information redacted] at Plymouth University. The studies undertaken showed that beaches can be retained and I would recommend you make contact with the School of Engineering there.</p>
<p>Teignmouth economy will suffer a terrific decline while the work is being done as large amount of people come specifically to do the wall walk.</p>
<p>Looks alright, but not sure about the need</p>
<p>Cycling provision would be great along the new path inland (although other plans mentioned are not clear where they would go other than "inland")</p>
<p>I really think that a new train line needs to be build following the approximate route of the A38 so that we can have high speed rail, faster and more resilient connections.</p> <p>This is a good enough interim measure. I would propose that it would be good to get it done in half the time. If we started building it this year, it could be done by mid 2021, rather than not starting until 2022</p>
<p>Only do it if you have the resources to maintain/improve the rest of the line e.g. Exe Estuary.</p>
<p>Like the footpaths proposal</p>
<p>These are the best so far. I would walk more but at 81 with sight problems it's not feasible. Good luck.</p> <p>Resident since 1949 with brief gaps.</p>
<p>Ensure aesthetic quality of the scheme is secured in final decision.</p>
<p>I think that you are doing your best to make the railway resilient.</p>
<p>Use natural stone for revetments - NOT CONCRETE.</p> <p>Add groynes in sea to encourage beach to rebuild itself, possibly add sand from elsewhere (Exmouth?) as was done at Dawlish Warren.</p>
<p>Please look at other ideas. You will find people power is not to be ignored .</p>
<p>It is totally wrong and totally unacceptable to concrete over this part of Teignmouth beach, both environmentally and also because this beach is used summer and winter by people enjoying nature, scenery etc.</p> <p>I strongly oppose plans to concrete over the beach - in 2020, there must be a more environmentally friendly solution to the railway's problems</p>
<p>Far too costly just for cliff erosion. Stabilisation of cliff or concrete box over line better - less disruption. Possible sea damage with plan due to deeper water, bigger waves and stronger waves further out.</p>
<p>The evidence has not been presented that this scale and manner of works is necessary -and with the potential adverse impacts from the proposal on the beach, marine ecology and potential impacts elsewhere along the coastline this could be an immensely costly project over a long period which causes mass disruption and environmental damage when other measures may be better.</p>
<p>It would be far more sensible to reopen the railway via Okehampton or alternatively to build tunnels rather than ruin a beautiful stretch of coastline.</p>
<p>Concerns about the maritime environment, the cost and construction time and how sealife will be affected. Also the effect of the construction on residents and visitors.</p>

Should be cycle as well as walk
You should do anything wrong to Coryton cove and Dawlish main beach leaving it as natural beauty.
They seem sensible and attractive, provided all facilities delivered!
Approve of compromise between access and protection
I feel for Teignmouth Beach supporters but I think Brunel would be excited by the prospect.
Concerned about the durability of concrete as against Brunel's natural stone - I believe Brunel built his sea wall around 1846, about 174 years ago using mainly limestone from along the coast at Babbacombe, plus granite. Although the wall obviously required maintenance and repair over the years, it is still largely intact. Can a smooth faced concrete wall be expected to have the same resilience to the scouring sand? Recent concrete repairs I have seen have shown signs of considerable wear after only a few years.
Very few people actually walk from Holcombe to Teignmouth, no matter what time of year. If the option is the changes you are making or another serious railway breach the changes are the obvious choice. If there is no railway between Exeter and Newton Abbot the economies if all the towns along the route will collapse. So think on all naysayers !!
More emphasis needs to be placed on maintaining and improving the wildlife habitats and visual aspect of the wall from the beach. Very pleased that access for wheelchair users and pushchairs will be improved, opening up this walk to less able bodied members of society. Looking forward to a resilient railway in this area.
Happy for your new revised plan to go ahead! I hope the ignorant "save teignmouth beach" idiots don't cause you to much trouble!
Diverse means of habitat for wildlife should be provided on cliffs.
Only reservations - reduction of beach - but this may be necessary to keep rail line
You appear to be doing a good job. Get the railway protected as soon as you can.
There are far better albeit probably more expensive ways to improve the resilience of the railway. Money is being used as an excuse to ride roughshod over human interests.

I grew up in Bishopsteignton and this section of beach/coast is our family's most beloved spot for a walk, swim, etc. My Mum grew up in Teignmouth and it was the same for her family. Any local knows how well-used and well-loved this coastline is.

As a non-driver, I am strongly supportive of rail infrastructure. Indeed, I used this stretch of railway to commute to Exeter College, and I use it to visit my family. As a former student of environmental politics, I am also well aware of the problem of "nimby-ism." I therefore do not take my objection to this plan lightly. However, I am not convinced that the proposed plan is the best way to achieve the necessary resilience upgrades while also meeting the needs of the local community, and preserving a piece of cultural and natural heritage of national significance - with the latter I refer to conversations with many friends who know and love this stretch of railway/coast and are concerned to hear of the current plans. The current plans would have a significant and extremely negative impact on the coastline and its present use as an amenity. It would be unrecognisable.

I would therefore like greater clarity on and investigation into alternatives. I would like greater clarity on how the other vulnerable sections of railway on this stretch (eg. Dawlish) will be managed, because it seems to me that if these are not invested in, then the work at Teignmouth will be futile. I'd also like more information on how the current plan compares financially to improving the existing route, without 'realignment.'

The best resilience is route diversity.

Teignmouth was my home town as a child and my parents still live there. Teignmouth cannot afford to lose such an area of outstanding beauty, this will have a major affect on the town as tourism will suffer. People's livelihoods rely on visitors to the town. If this monstrosity is allowed to be built, the town will suffer from loss of income from tourists.

Too much concrete which is not very green. The concrete will need maintenance and that will cost more money. The Breakwater will not and the damage to the present sea wall will be greatly reduced and no trains will be battered by the wave over shoot.

Global warming will render the line unsustainable

I am very concerned by the proposed plans to "improve" the railway line in the Dawlish and Teignmouth area. There is no doubt that this section of the rail line is vulnerable to damage by the sea as clearly demonstrated by the catastrophic collapse in February 2014. However, I consider the proposals for "improving the resilience" of this line are totally unrealistic and inappropriate for the following reasons:-

- 1) It is stated that the development will last for 100 years - RUBBISH! It will be wrecked and underwater! See the scientific evidence relating to global warming and sea level rise below.
- 2) The public consultation involves presentations in Dawlish Warren, Teignmouth, Newton Abbot, Holcombe, Torquay and Exeter. I would like to point out that the railway line West of Exeter serves a far larger area than that! Penzance is the last station West on that line and the rest of Cornwall and Devon use that line for travel to other parts of the UK. The railway line is vital infrastructure for the South West. To restrict public consultation on this project to a very local area is totally inappropriate and a much wider consultation is needed.
- 3) The proposed scheme would cause a serious loss of public beach in Dawlish Warren and Teignmouth which is currently used by the local population and huge numbers of summer tourists. Whilst I am aware that the beach will vanish under the sea anyway in the medium and long term, what is the point of spending large sums of money on a coastal railway line which is doomed to destruction within a few decades? Let people enjoy the beaches while they can and let the railway planners focus their efforts and resources into a sustainable plan for an INLAND route West of Exeter.
- 4) Considering the many tens of billions of pounds that HM government is proposing to spend on the HS2 project, an inland route extension would be small beer in comparison. A new line from Exeter to Newton Abbot would need to be created and the existing line from Exeter to Okehampton reopened to serve North Devon.

GLOBAL WARMING SCIENTIFIC RESULTS (UK Meteorological Office and other sources):-

By 2070 the average summer temperature in the UK could increase by as much as 5.4 degrees in summer and 4.2 degrees in winter (source - "UKCP18" ie United Kingdom Climate Projections 2018). The frequency of hot spells is also on the increase with the UK's highest recorded temperature occurring in 2019.

Temperatures in the Antarctic have been shown to be increasing more rapidly than other places on the planet, inevitably resulting in rapid melting of glaciers and sea ice. Satellite and modelling evidence suggest that this collapse could already be underway, via a positive feedback known as 'Marine Ice Sheet Instability'. The projected global rise in sea level is accelerating, resulting from (a) thermal expansion of seawater (b) melting of glaciers and ice sheets (c) land water storage. Sea level is predicted to rise by 1 metre by 2100 (UKCP18 Marine Report, November 2018) but other studies have predicted a rise of well over 2 metres!

Increasing temperatures are likely to cause melting of the permafrost in Arctic regions, potentially releasing vast quantities of methane into the atmosphere. Methane is 40 times more potent than carbon dioxide as a "greenhouse gas" and thus global warming would rapidly accelerate.

There will be a substantial increase in tidal and storm surges due to more intense storms from warmer seas. On 6th Dec 2013, due to a bad storm, tidal surges of up to 1.97 metres were observed in the UK. Combined with a potential rise in sea level of over 1 metre (or far more!), the 3 metre plus total would bring total devastation of large areas of coastal land.

These results show that continuation of a coastal route for the railway line West of Exeter is totally unrealistic - an INLAND ROUTE is the only medium and long term solution.

I wish to protest strongly against these proposals.

The scheme is totally over-engineered and would turn a sublime stretch of coastline into an eyesore for generations to come.

If only Network Rail would put the same effort into preserving and maintaining the historically iconic sea wall built by Britain's most famous engineer I K Brunel. If NR could do that then their scheme would be held up as an example for the rest of the world to admire.

If the proposed plan goes ahead I seriously fear how it will affect the environment, the town and the coast.

Whilst attending a presentation and viewing the scale model I was shocked to see how mutilated the coastline would be. It showed the utter devastation of a beautiful stretch of coast. The much-loved red Devon stone wall replaced by ugly concrete built to a height that overwhelms what little beach would remain.

The proposal aims to build over and therefore reduce the amount of beach currently available for leisure purposes. Surely this is the one of the worst things NR can inflict on a town which is famous for and relies upon visitors who love Teignmouth because of its beaches. Remove the eastern end and who knows what effect this will have on the remaining beach, tide/flood levels, sand erosion, sea life habitats, access to the docks and the economy of the town.

Where was the Environmental Impact Assessment during the presentations/consultations? Not yet available! This is a clear indication that NR do not want to provide the public with a full and clear picture and people are right to be very concerned.

The closure of the line in 2014 was caused by severe problems at Dawlish. NR are, quite rightly working to improve the protection against the sea there. The Teignmouth to Parson's Tunnel stretch is vulnerable on the cliff side of the line. The last landslip was 4 March 2014 after heavy rain but work was completed in a relatively short period of time while the line was closed.

The cliff face is monitored for movement and has shown no problems since that last landslip, despite several major storms, two of which passed through just this month (Feb).

I would suggest NR concentrate on improving the stability of the worst stretch of cliff (areas 8,9,10 and 12 shown on the map - a comparatively short part of the whole) to create the resilience they seek and put their energies into maintaining and restoring Brunel's iconic wall for generations to admire and enjoy.

Preservation not desecration please!

I consider the money would be better spent re-routing the line

Hurry up and get it sorted!! (I remember crossrail)

It will be costly but I am sure it will be worth it in the end, something has to. You can't have it being closed off because of the weather.

<p>The southwest needs redundancy of transport as well as resiliency. There are too many single points of failure. A combined road/rail/air review is required. I would like to see an alternate rail route and generally improved north to south routes within the south west. Getting from south coast to north coast is painful within much of the area. An alternate rail route could improve this.</p>
<p>Hurry up and get the job done, ignore the dog walkers etc. they can go someplace else, the railway is the most important thing, those against it are a very narrow-minded and selfish minority.</p>
<p>Fully support your proposals and thanks for consultation opportunities. Resilience of line is essential</p>
<p>It is quite clear that a great deal of thought has gone into this important project which needs to be implemented as soon as possible in the light of the global warming catastrophe and in particular rising sea levels and increased rainfall. My only comment really is that as much tree and shrub planting as possible should take place on the cliff faces.</p>
<p>It is essential to preserve and conserve this picturesque route.</p>
<p>Good plans for local rail but not main line. Need to bite bullet and tunnel under Haldon Hill for main line.</p>
<p>It is imperative that the railway line remains open. The stations at Dawlish & Teignmouth are vital to the locals and the local economy. Give and take is needed by everyone. Network rail have listened to the concerns and amended the plans. This current plan keeps the railway line open, maintains much of the beach, improves access at the Holcombe end and provides safe pedestrian walks on both the cliff and beach side of the railway.</p>
<p>I do not own a car. I enjoy the walk from Teignmouth to Dawlish. Your proposed walkway looks fine.</p>
<p>The comprehensive proposals would ensure the railway line stays open throughout the year. It enables access for the train line and ultimately to the south to be reliable, whilst taking leisure facilities, i.e. coastal path and beach to be open for the public to enjoy.</p>
<p>I have been walking this stretch of coast since I was a child. I might not live in Teignmouth but I have been visiting for the past 40 years and it is a place that I treasure as I have so many happy memories there with my parents. The sea wall was the first thing we would do on our annual holiday, walk along it all the way to dawlish and then catch the train back. It is a stunning part of the coast and rail network. Whilst I understand and appreciate that something needs to be done to secure the cliffs I am very worried about the overall look and feel of the proposed changes. I am also worried about the impact on the environment and would encourage you to look at alternative solutions. I am also concerned about the impact that it will have on tourism and that of residents many who use this stretch of coast for health and wellbeing reasons.</p>
<p>You should take your lead from the local people not money. How dare you mess with Brunels great wall as well.</p>
<p>A simple engineering solution may win on financial grounds, but not on aesthetic or environmental ones. A more imaginative solution could offer flagship project wins for the rail company, locals, tourists, and the environmental lobby.</p>

<p>These are not well thought through and will ruin Teignmouth's tourist industry. Hideous proposal. How you can complete destroying this beautiful coast line I don not know. I strongly oppose these plans.</p>
<p>Waste of money while Cross Country and New GWR trains remain unfit for purpose on coast when there are storms.</p> <p>Please refer to Peninsula Rail Task Force Reports and implement their excellent and long overdue proposals without further delay, and end contempt for rail users, whilst meeting climate change objectives with better connectivity and reliability.</p>
<p>Are you overestimating the possible rise in sea level?</p> <p>The fenced walkway is an improvement on what is there at present, although concrete is rather unsightly.</p>
<p>The latest proposal more acceptable than the previous one, however I do not understand why because the suggestion to reroute the railway via Okehampton was ruled out previously it should not be reconsidered now. Rerouting the line would be a real long term plan whereas the current one would only be temporary, we know the sea will eventually take over the land due to global warming so it is selfish of us to spend a lot of money on altering the existing line which will still be exposed to the sea eventually, not in our lifetime but we must think of future generations. The money would be better spent towards rerouting the line.</p> <p>From a selfish point of view as a Teignmouth resident. I would be upset to see the loss of nearly a mile of our lovely beach.</p>
<p>Loss of beach available at low tide at Holcombe end</p>
<p>Implement ASAP!</p>
<p>Give plenty of warning when footpath closed</p>
<p>Do you definitely have state funding for the project?</p>
<ol style="list-style-type: none"> 1. Please double check the unsuitability of the rockfall option - this would be better if it can be made to work and there are conflicting views on this. 2. Assuming it progresses broadly as planned. <ol style="list-style-type: none"> a. Please no fence between the railway and the path - it would blight the elegance and beauty for train passengers and walkers alike. b. Please install new bigger groynes to encourage a sensible sized beach to re-form c. Absolutely imperative that this joins up the cycle network with a cycle path through to Dawlish, cant believe this seems to have been dropped.
<p>Re-plant the tamarix trees</p>
<p>Any help Network Rail can give to DCC to facilitate safe cycling between Teignmouth, Newton Abbot and Dawlish?</p>
<p>Happy with the proposals. Railway more important than the beach.</p>
<p>Much improved. Something must be around to strengthen the sandstone cliff</p>
<p>Important to protect rail link from Exeter along this coast without any disruption to homes or compulsory purchases.</p>
<p>I would be concerned as to the accessibility to either the path or beach whilst you carry out the works over such an extended time.</p>
<p>Larger capacity café at Smugglers Lane end.</p>
<p>Am concerned the sea will become the major problem and cause journey disruption.</p>

Rebuild the "Teignmouth" sign on the seaward side.
Your plans will be advantageous to all concerned when completed.
You have to make the railway and cliffs more stable. Keep a sea walking route open whilst the work is in progress.
This needs doing sooner rather than later, and I think the public realm improvements could win over some of those in the local community, who are still opposed?
Be brave
I don't want to see this iconic part of the railway destroyed and I'm worried about the environmental impact and also about causing problems further along the beach with this project which could have an impact on tourism
Please reconsider, so that we have our beach and the issue of sea level rise is taken into consideration.
I think it is insensitive, and puts financial considerations above the emotional well-being of people who live in teignmouth or who holiday here. The cost of doing this project from financial, emotional, psychological, environmental, aesthetic, and other unknowns due to the movement of sand into the estuary, are huge.
Will minimize beach area. No facing with natural stone like the existing Brunel wall. No natural ageing, just a vast concrete monstrosity. Totally environmentally unfriendly and who knows how it may affect erosion elsewhere.
Major concerns now are on how the works will be undertaken and for how long. Rumours that we will also lose Mules Park as a construction site, and more of the seafront to provide access as new road/parking/turning as well as site establishment will be required?
It's ugly - damage to tourism/local economy
We want access to the beach at varying tide times not just at low tide.
I remain unconvinced that the work is necessary. I have not seen evidence of major disruption to rail services on a regular basis due to cliff failure. The concern that the cliff will become more unstable in future seems to me to be largely conjecture. A lot of the publicity for this conflates the episode at Dawlish (where the line was washed out by large waves) and whatever threatens the railway at Holcombe. In fact, these are completely different matters.
I think a lot more attention needs to be paid to unintended consequences. (1) Changes to silt and sand distribution in the Teignmouth area (especially the estuary). (2) Loss of drainage in the cliff due to the massive concrete structure at the base, leading to more instability higher up. (3) Closer proximity of the line to the sea and the impact of large waves which could lead to line closures on a more frequent basis. (4) This section of line remains one of the most scenic and iconic on the network and the one where Brunel himself chose to build a home to enjoy the view.
Use rock shelters as on continent.
The amenity value of this area and attractiveness of Teignmouth's own beach is threatened by the proposal and the long time-span of works, the livelihood of the town and it's Blue Flag beach will be heavily affected by it, with no guarantee of protecting the beach and water quality it seems. Network Rail needs to take more seriously our concerns about how to make it more attractive and environmentally sympathetic, eg Sprey point seating area needs to have some green planting included in the plans. The buttresses are of course doing a vital job, but they must offer an enhancement to the appearance with restoration of natural plant habitat and so hopefully bring back wildlife.

Come up with another plan that leaves the beach and existing path untouched
Please keep the beach open and access all along. Don't build on the beach
A rethink with less impact would help to preserve a beautiful coastline but of course taking into consideration a degree of regard to local impact on the livelihoods of the town. The rail disruption over the past 50 years has not merited this colossal impact. I have experienced delays further along the line, flooding, leaves etc on my monthly trips to London. Inconvenient but bearable.
<p>This is currently a beautiful and unspoilt area with historic landscaping the nature of which will be lost under your proposal.</p> <p>I am not convinced by your arguments that the risk of cliff fall requires moving the line seaward and believe your motive is more related to being able to continue to run rail services during the construction period. What evidence is there of land movement since the monitoring equipment has been in place and SWW improved drainage in the residential areas above the cliff? As a regular user the most significant damage in the last years has resulted from sea action, lack of maintenance and shoddy repairs.</p> <p>I am deeply upset at the prospect of the loss of amenity that will result from you concreting over such a large area of the beach - this beach has great importance to those who live near it and use it regularly.</p> <p>I do not believe that this is the only solution to the issue and am not convinced that NR have given appropriate consideration to other less invasive options. Above all, I do not believe that you need to spend such a huge sum on this to achieve a suitable outcome and am very concerned for the local area about the economic implications of 8 years of construction given the significance of tourism and the likely closure of both beach and coastal path during this time.</p>
Whatever solution should be for the future - take into account global warming.
The sea hurling rocks is an unusual event. Rock shelters would be easy to erect and cheaper cost. Please retain the old stone wall and ALL the beach and retain the Teignmouth sign.
I find them heartbreaking. Feels like we will be invaded, taken over and destroyed. The amount of work and cost that NRs plan intends, not to mention time is very hard to understand apart from the money that will be made by contractors. Its like amputating someone's leg because their toenails need cutting. Please look at suggestions from local engineers and the fisherman's letter on Save Teignmouth Beach and Railway page on facebook. Please don't destroy our beach.
having no cycling along there is terrible, why don't cyclist get to enjoy the coastline like the rest of the public.
Looks fantastic!
Pity it can't be done quicker. Will improve Teignmouth for visitors and locals.
Model makes sense of it all for me. We have always been on your side.
What the effect of the sand movement on the two beaches will be?
Like it should have done it sooner!
good to find cycles now prohibited. We hope modelling of beaches proves accurate.

<p>"Save the Beach" is a small self indulgent local viewpoint who seem to consider a few hundred yards of beach more important than the entire SW economy and thousands of people's travel. Dog walkers and strollers along the beach can only access those areas anyway for a part of a tide and should look at the bigger picture.</p>
<p>If the inland route was ever to be seriously considered / built then Starcross, Dawlish Warren and Teignmouth would die.</p>
<p>It is just a cheaper option which will cost locals their beach, other beaches , harbour , and a reduction in house price. Local estate agents are already quoting a reduction of a third in teignmouth house prices. Please listen to the locals !!!!</p>
<p>It is clear that work must be done to maintain the line however there are many ways in which this can be done without destroying Brunnel's wall and the beautiful beaches along that stretch of coast.</p>
<p>To plough ahead and spend millions on planning and PR before you have completed an EIA is criminal. No faith in the professional abilities of NR</p>
<p>Reconsider regrading the cliffs</p>
<p>I am very concerned about the loss of Sprey Point and the tamarisk trees</p>
<p>The local action group have put forward a number of alternative proposals which are much more sympathetic to the surroundings than those presented by Network Rail. These should be given serious consideration as they are also likely to be less costly and less disruptive.</p>
<p>A solution that is not so destructive of the current beachfronts must be implemented. The loss of amenity would be unquantifiable (despite models that may seek to do just that) and have a major impact on the quality of life for local residents, as well as unknown economic and environmental impacts.</p>
<p>I am concerned about the environmental impact of the changes both during the building works and after the proposed solution is complete. As well as preserving the beach for future generations I believe the methods and materials used should be forward thinking, and that the solution should be at the forefront of modern, environmentally friendly coastal management solutions. This change will impact the south west for many generations, it should set an example to the rest of the world. I want my children to observe the changes in the coming years while feeling proud that the environmental impact was minimal in the pursuit of human "need".</p>

<p>I am upset as to the lack of publications & information I have received from Network Rail. All the information I have as been through my own efforts or from social media.</p> <p>Why were the Environmental, Geo-Technical and Marine survey reports not accessible for public viewing during the consultation events?</p> <p>Why have the alternative solutions not been made available for viewing at the consultation events to allow the public to see the reasons for the current proposal?</p> <p>A construction impact report has not been made available. I was told 3 -5 years with a contingency of 8 years for the construction. This would effectively close the beach for long periods and in itself have a huge impact on the local environment and businesses.</p> <p>If i can go by the model on display, that didn't have a visible scale, there is a section before Sprey point that still protrudes onto the beach when it has been identified as being parallel to low hazard, Negligible land.</p> <p>I was told at the event that there is still 5 football pitches of beach being lost to the project. This is great deal of beach to loose when the town is beach resort!</p> <p>My final concern is that Network Rail have not been open and forthcoming with the plans, information and reports. I do not feel as though I have been informed properly about the plans. Network Rail would be best suited to be open and transparent about the plans. This is an opportunity to leave a legacy as Brunel did!</p>
<p>Don't build a concrete monster.</p> <p>Don't try and fool the locals with models and staff that can't answer questions at public events.</p> <p>Add a scale to the model.</p> <p>Take this chance to leave a legacy not a eyesore.</p>
<p>Network rail should not be able to take this beach.</p>
<p>Improve the wall only and reduce the loss of Teignmouth's main attraction</p>
<p>It feels like your using a sledgehammer to crack a nut. Surely there are other less destructive options. Options that help preserve the beauty, the sea life, the town life, the fisherman's livelihood, the wild life, the history. All of this will change forever. No one objects to work being done, we just want it done with a care and thought to the future of our town and coast. Why not take a look at how other parts of the world cope with cliffs falls and act compassionately towards their environment.</p>
<p>Strongly against (Please see comment in Section 3)</p>
<p>I am acting as an individual member of the public. I live in the TQ14 area and I am a Teignmouth resident and my nearest train station is at Teignmouth.</p> <p>I moved down here from Bristol in 1987 to enjoy a healthier lifestyle in the sea air and was particularly attracted to Teignmouth because of the large expanse of beach, its seawall promenade and Brunel's beautiful iconic railway.</p> <p>I have been witness to the regular battering the railway gets by frequent storms and have seen the awesome power of the waves.</p> <p>I believe that the railway in its current form will not be able survive this constant onslaught and understand the need for a solution in order to maintain the vital rail link to the South West.</p> <p>I believe that an alternative rail route away from the coast is the only long term solution and have grave concerns that it will not be possible to reclaim the land and build further out to sea, particularly with the projected sea level rising due to climate change; resulting is a huge loss of</p>

public money that could be better spent by putting it towards a more permanent solution inland. Our MP for the local area, Anne Marie Morris has said in her letter to you “As I have previously stated, all alternative suggestions need to be explored. The overriding sense of frustration I have encountered with individual constituents and groups is the lack of consideration being given to any alternatives to those being considered under the consultation process.”

I have a number of concerns after reading the 'The Network Rail Order Parson's Tunnel to Teignmouth Resilience Project Overview for Public Consultation Document - 08 January 2020 Revision Number 0.5 '

A) Environmental damage of dredging, run off of contaminated seawater, noise and disturbance to birds.

I have great concern about these following points about dredging and land reclamation:

(Quotes from : The Network Rail Order Parson's Tunnel to Teignmouth Resilience Project Overview for Public Consultation Document - 08 January 2020 Revision Number 0.5)

“1.7.6 Material for the land reclamation will be imported from an offshore dredging site. The material will then be mixed with seawater to be pumped ashore through a pipeline running along the seabed. Once discharged from the pipeline, the material is then dewatered onsite.”

“ 2.3.5 The central revetment will be about 750m long ...The material taken from the seabed will then be used along the revetment to form part of the core layer of material.”

“2.3.10 Land Reclamation- This stage of the works will form a core part of the proposed development and involve dredged material transported to site ...and pumped behind the newly constructed Seawall and revetment ... via a pipe laid along the seabed.”

“2.5.1 Buttresses- There is approximately 550,000m³ of material required for the construction of the buttresses.”

I can see from the proposed scope of the Environmental Impact Assessment for the Parsons Tunnel to Teignmouth Resilience works that there are many environmental issues. Having researched these further here are my concerns:

1) You said : “Potential sediment scouring and smothering of benthic species due to the re-distribution of fine suspended sediments from construction and offshore dredged material disposal ...and contaminated sediments ...and its effects on water quality and benthic ecology... potential disturbance of contaminated sediments and accidental spillages of fuels and chemicals and associated effects on fish and shellfish ecology... permanent loss of habitat within the footprint of the Scheme resulting in net reduction in local benthic habitat.”

A local Teignmouth part-time commercial fisherman has shared his concerns about such sediment disturbing lobster habitat – as it did back in 2014 when the cliff fall waste was ‘washed into the sea’ and said “The proposal to move the sea wall much further out will cause the loss of a major lobster habitat in the rocks at Sprey Point and between Sprey Point and the Clerk. The area immediately off Sprey Point is where I regularly hand lines for Mackerel and is also an important Cuttlefish fishery for other boats. I also regularly put Sole and Plaice nets just off Sprey Point. The extra build-up of sand once the wall is built will cover the rocks and the hard ground around Sprey Point meaning the loss of these habitats.” I believe he makes a good point

and have big concerns for the environment.

Also [name redacted], from the Seahorse Trust in his 14th December 2019 Environmental critique of Network Rail Parsons Tunnel to Teignmouth Proposal, has said “There is a high probability of the scheme impacting on nearby rare or endangered species, including sea horses, pink sea fern and Sea Grasses... Seahorses of both species will be affected. The Short Snouted Seahorse Hippocampus hippocampus and the Spiny Seahorse Hippocampus guttulatus are found from Exmouth to Torbay and they are WCA (Wildlife & Countryside Act 1981) schedule 5, section 9 protected. ... We have inshore and offshore sightings and they would be affected by any building out to sea as the benthic species they feed on will be affected and possibly the substrate into which they establish their ‘place of shelter’ during one of their two periods of settlement.” -Surely this needs further investigation.

And the “transmission of adverse levels of underwater noise and vibration due to piling or other noisy construction activity.” will affect seals, dolphins and the varied bird life that are regularly seen in the area.

I believe the dredging, sediment and the returned contaminated seawater from the ‘dewatered’ land reclamation material will cause irreversible harm to the ecology of the local area.

MP for the local area, Anne Marie Morris has said in her letter to you “I am advised that it envisaged that the EIA will not be completed until at least October and will then be submitted as part of the Planned Works application. It is notable this is post consultation.”

Please share the results of the EIA with local residents as soon as possible and let there be further consultations afterwards so that we can ask questions and share any further concerns before submitting the Planned Works application.

Possible Alternatives:

Are there any alternatives for the land reclamation material –such as local Ball Clay waste from Bovey Tracey, Kingsteignton area, which seem to be growing increasingly higher and may itself cause a danger in the future? Or even from the regrading of the cliffs from other areas along this stretch of the railway works that would stop the need for this harmful dredging and thus require less material for the buttresses.

One final environmental point...

Having just heard that the UK has pledged to stop selling diesel, petrol and hybrid cars from the year 2035 to help reduce climate change I believe that the present coastal route makes it very difficult to electrify the rail line – At present Cross Country trains are regularly prevented from travelling along the line at high tides due to electrical problems. Do we not have any ambition to Electrify the SW rail line and stop using polluting diesel by 2035? Surely the only practical solution for the future is to build another an alternative rail line away from the coast (Oakhampton route?) With this in mind is it not just better to begin this process now and not waste money on the present Dawlish/ Teignmouth route?

B) Loss of beach -(permanent -and temporary during 6-10 years of construction) and Effect on the Tourism economy.

1) As a resident of Teignmouth I am a regular beach user (about 4-5 times a week) I use it mainly for exercise and mental wellbeing/ mindfulness. I often jog along the seawall and return along the beach from Sprey point to Teignmouth Main beach and use this area for swimming and sunbathing/relaxing with my family. I am very concerned about the permanent large loss of beach especially in the summer when the beach is very full. (You said: 1.7.4 “In total 53,829m² will be reclaimed. This equates to 4.98 football pitches -120m x 90m”)

The recent peaceful demonstration on Teignmouth beach marking out the extent of beach loss has shown how much we will be losing. I am especially concerned about the large area being lost up near Sprey point(Teignmouth side) and in return you will give us a picnic area? Please can we keep the beach for picnics, swimming, sandcastle building etc. !!

MP Anne Marie Morris has also shared concerns saying “I have been informed that the new sea wall will not in fact move any further out than the current boundary of Sprey Point. However, when one looks at the model, whilst the physical ‘wall’ may stay within those boundaries, the revetments actually extend far further than this... More clarity is needed as to the exact extent of the beach loss from Parson’s Tunnel to Teignmouth.”... “As far as it is possible...to preserve as much of this much loved beach as is possible.”

2) I am also aware that during the works (expected to be between 5-10 years if all goes to plan!) access to this area (beach and seawall) will be severely restricted. (You said: 2.3.9 “At this stage public access to the beach will be limited as there will be moving plant (heavy machinery), deep excavations and construction conditions.”)

This will have a very large impact on myself, my family, local residents and on Teignmouth’s vital tourism industry in general. There will also be a lot of noise, machinery, dust, etc causing a huge disruption to this family friendly seaside resort. The South West Coast Path re-opening being the final phase of the project. (You said: 2.4.3 “Once completed the railway will operate on the new alignment. At this point we anticipate that it will be possible to reopen the South West Coast Path.”)

MP Anne Marie Morris has said “...serious concerns with regard to the economic impact on the area as a whole should the proposed works go ahead in their current form. It is estimated that the visitor economy to Teignbridge is worth an estimated £185m a year. There are serious concerns that works proposed will cause such aesthetic damage that visitor numbers are likely to be affected. Also, the loss of the beach will have a huge impact upon the area.”

I believe this needs to be given a much higher priority as, like many coastal communities, Teignmouth is struggling to maintain its success as a popular family destination.

Thank you for the opportunity to share my real concerns about your proposed works.

Please reconsider the realignment of the railway before our beautiful Teignmouth beach is changed forever.

The proposals are ugly and urban. Local economy will nosedive during work. What is left of the beach - effect of tides n/k. Huge environmental impact / carbon footprint. Congestion on roads, noise, pollution, visual during construction. Loss of amenity.

I have real concerns about the impact of the current plan to our local community and to the many visitors to Teignmouth who enjoy the beach all year round! Please consider what it do to our quality of life, health and leisure... Many of us need gentle local exercise for health and well-being and walk our dogs, let alone the impact to the environment.... Please listen to our concerns.

No thought given to loss of visitors and economy of the town.
If this terrible concrete monstrosity goes ahead I'm really worried that it will have a massive impact environmentally and economically on Teignmouth and the surrounding area
Totally disagree with the proposals. This is the most beautiful part of our coast.
Strongly oppose current plan for the reasons given above
Yes BIN THEM! PLEASE DO NOT LET PROFIT OVERRIDE NATURAL BEAUTY!
It looks like massive and insensitive overkill. Very worried about the lack of EHI at this stage. It seems likely that this will affect all of Teignmouth Beach.
Why not cut the cliff back - stagger or step the cliff in risky areas ? Would this be too costly ?! There would then be no need to "move" the rail line
Model not true model. Does not give the correct information for Holcombe.
<p>Parson's Tunnel to Teignmouth Resilience Project Consultation</p> <p>I am a resident of Teignmouth, and have lived in this area all my life. Members of my family walk on Teignmouth Beach from Eastcliff to Sprey Point or on Holcombe Beach every day, whatever the weather may be. When there is a very low tide we will walk around Sprey Point.</p> <p>I have attended your consultation events in both 2019 and 2020, and read your consultation document with interest and dismay. I have also read the Exeter to Newton Abbot Resilience Geo-Environmental Resilience Study and the West of Exeter Route Resilience Study 2014. I can find no evidence of any consideration of the land or water environment in any of these reports. They all appear to have been written within a Network Rail bubble, as though the railway stands in splendid isolation from the beautiful and fragile Devon landscape within which it lies. There are no financial costs calculated for ecological, bio-diversity or amenity loss. The lack is demonstrated in the Geo-environmental study by a line on Page 5, under 'Phase 1: Baseline understanding' – "Details of the natural and socio-economic environment, which may require consideration during the option development". Given this total lack of consideration it is perhaps not surprising that the preferred options within the current consultation report have potential to cause potentially catastrophic harm to the coast.</p> <p>Although it is not part of the current consultation, I believe that both the West of Exeter Route Resilience Study and the Geo-environmental study should be revisited, with environmental protection as the first, not last consideration. The conclusions must be re-examined within the context of the current climate and biodiversity emergency, and the incalculable and irreversible damage that will be caused to Holcombe and Teignmouth beaches and the inter-tidal ecology.</p> <p>They should also be re-examined with the same parameters as HS2. The reports discard all options for a new inland route for the South West as poor value for money, whilst noting that even the most expensive option was estimated at a cost of less per mile than HS2 in 2014, even before the out-of-control spiralling costs of that ecologically damaging project. HS2 has now been re-examined and confirmed, and it would therefore be right to re-examine the possible inland routes in Devon on the same basis.</p> <p>Incidentally, the geo-resilience report, whilst rating all options apart from strengthening the existing line as 'Poor', rated the option currently promoted as 'To be assessed'. Even then, bias in the decision making process is evident.</p>

During the 2019 consultation, I can recall discussion of all the options for increasing the resilience of the existing line, with moving the railway away from the cliffs being the final option – furthest down the list and given less prominence. The fact that this was already the preferred option was definitely played down.

I would like to make comment now on the current consultation, using the extended report I acquired at a consultation in Holcombe. This report makes assumptions and presents them as facts with no evidence given, and is inconsistent.

Section 1.3.4 This paragraph justifies discarding regrading the cliffs stating that because of the impact on private property, the natural environment and the railway this option was not considered further. This is inconsistent, as the impact on the natural environment by the proposed destruction of the beach is also immense. However, the impact on the railway is less.

Section 1.4 Options considered. I acknowledge that the land take proposed now is less than that proposed in 2016. However, that does not make it an acceptable option. “Not as bad” does not equate to acceptable or good.

Section 1.4 Network Rail undertook an internal Option Selection Workshop. The key to this is that it was an Internal review. Inside the “Network Rail Bubble”. There was no challenge back to first principles. Paragraph 1.4.4 contains the sole justification for this scheme – the ability to construct the scheme without significant duration of railway line closures. To achieve this aim, Network Rail is willing to cause irreparable and incalculable harm to the environment of Teignmouth and the South Devon Coast to achieve short-term decreased disruption to rail services.

Section 1.4.5 Discounting other options, specifically incorporating the railway line within a tunnel in a toe buttress at the foot of the cliffs. The reasons for discounting this option, which would not require destroying the beach are “This option would require the line to be closed for a significant period during construction” and “The additional costs and programme implications ... are greater than the proposed works.” Network Rail are willing to cause irreparable and incalculable harm to the environment of Teignmouth and the South Devon Coast to save money.

As a slightly lighter comment within this response, I note the care and attention to detail, and the subtle attempt to mislead in section 1.6.2 and 1.6.5. Here the report makes a comparison between a photograph of the existing sea wall and an impression of the proposed sea wall. The photo is taken about half way along Holcombe Beach. The impression is looking from not far beyond Eastcliff Café towards Sprey Point. Figures intended to give a sense of scale are well in the foreground which minimises the effect of the height of the wall. And, strangely, the sand has turned yellow.

Section 1.6.7 This states that the decision for the location and extent of the proposed sea wall is based on maximising retention of the existing beach area. This is evidently only true within the Network Rail Bubble, as enclosing the railway in a tunnel would have retained far more of the beach. Deep dowelling of the entire cliff length rather than just at each end would have retained far more of the beach.

Section 1.7 Land reclamation. The design does not minimise the amount of beach to be lost – Section 1.9.6 states that where it is not possible to provide a buttress then deep dowels will be installed to stabilise the cliff. If deep dowels are an acceptable engineering alternative to buttresses, and if the loss of the beach is to provide land for buttresses, then to minimise the loss of the beach deep dowels could be used. However, going back to earlier comments, this choice is again based on the Network Rail Bubble to minimise the time the railway will be shut rather than minimising impact on the beach and the environment.

Section 1.8.2 This states that the design and construction methodology have been developed to keep the railway operational for much of the construction period. Whereas this should have been developed to minimise the ecological and amenity effect.

Section 1.11 This section ticks all the boxes for an enhanced coast path, with greater disability access (but no cycle route). It completely fails to recognise the ethos of the coastal path, which is to connect with the cliffs, the beaches, and the marine environment. My daughter, who uses an electric wheelchair, absolutely hates this scheme even though it would give her access along the wall, because it will destroy her home.

The arrangement at Smugglers Lane for disabled access again ticks the boxes, however fails to appreciate that the only way any disabled person would reach this point would be by car. The lane is too steep for mobility scooters or powered wheelchairs. At a time of climate emergency this is encouraging additional vehicle use.

Section 1.12 It is disingenuous to state that the new coast path will not extend any further out than the current extent of Sprey Point. Although technically true this is trying to divert attention from the huge damage which will be caused by the revetment 750m long and extending out a further 28.4m.

Sprey Point is currently an area of grass and scrub. Historically it has had little care and attention to enhance the amenity value. However, is it really necessary to replace this with a 15m wide concrete desert? Presumably this is because after hosting a concrete batching plant for years during construction this area will be too contaminated for any other solution.

Section 1.13 This section demonstrates how the Network Rail Bubble has approached this scheme with entirely the wrong ethos. This should read that the proposed development has at its core the best decision making to minimise the detrimental effects the scheme will have, not an investigation to mitigate harm after it has occurred.

Construction

This phase is likely to have considerable adverse impact on the town of Teignmouth, its amenity and its tourism offer. There are serious risks of water pollution, noise pollution, vibration, air pollution, and loss of access for three years. Given the prevailing conditions, siting a concrete batching plant on Sprey Point carried considerable risks. Incalculable damage will be caused by creating the revetment by digging up from the seabed with a backhoe dredger.

The ecological impact of constructing a jetty (not mentioned in the report) has not been examined.

There is no evidence in any of the reports that a financial value has been assigned to the

potential damage to Teignmouth as a town, or that this has been taken into consideration.

3. Environmental Impact Assessment.

This is another situation where the whole methodology used by Network Rail is wrong. The impact on the Environment should be the first consideration when taking the decisions about what form the proposed development should take. It should not be the last consideration. The EIA should also have formed part of this Consultation.

There are important areas that have been scoped out of the EIA as commissioned:

Operational impacts on water quality – highly important in a marine environment

Operational vibration

Operational impacts on greenhouse gases, particularly as this stretch of line is unlikely to be electrified for decades.

It is essential that the EIA when presented it is subjected to rigorous scrutiny independent of Network Rail.

It is also relevant that there is no knowledge of how the changes to the beach and Sprey Point will affect littoral drift, wave patterns, and movement of sand along the coast. This scheme could have disastrous unintended consequences.

4 Public Consultation

It is little surprise that the majority of people who do not support the proposals are those who will be directly affected by them. People who live away from Teignmouth will look at how the scheme affects them – what will minimise the length of time the railway will be shut. The destruction of a beautiful place will mean much less.

In concluding my objection to Network Rail's proposals I acknowledge that I am biased. I am biased in that I do not want the beautiful environment and ecology of my home to be destroyed. I do not want to lose a marvel of Victorian engineering, which with adequate on-going maintenance could continue to stand for another 150 years if protected from extreme wave damage (option discarded by Network Rail). I do not want to lose access to a beach which I know and love, and which my family visit every day. The claims of how much beach will remain are disingenuously over estimated when taking into account tides and sand levels.

And finally, this wall is UGLY. It is a brutalist and charmless monstrosity in an ugly material. In a place of red sand and cliffs, blue waves and curves and whorls, movement of water and light, it is an enormous grey angular intrusion with no redeeming features.

<p>Whilst I support the aim to make the line more resilient I still believe there must be a better way to do so. I believe the model shown was misleading in terms of the amount of beach left as the low tide line seemed too low. I am also very concerned about the effects on the town during the construction period which was estimated by one of your staff to be 8 years. Whilst much of the materials, plant etc may be able to come in from the sea most won't. Where will the access be? Parking? Compound? Massive negative effect on the town for a very long period. There were so many things that were not spelled out I felt the proposal was an outline of an outline it was so vague! The environmental report will be very interesting. Overall VERY concerned about the proposals and the construction period.</p>
<p>Too little detail on actual effects on town during construction - loss of amenities/access/income/environment</p>
<p>Details will be important. Moulds & colours of concrete facing should match cliffs. Recycle cobble stones along the pathway etc.</p>
<p>A shelter/tunnel over the current line plus improving the resilience of the wall in its current position would be much better.</p>
<p>I believe these proposals are destructive, entirely lacking aesthetic appeal, and take no account of the deep personal attachment the people of Teignmouth have for our beach, historic sea wall, and Sprey Point. You are proposing to obliterate Brunel's beautiful wall and Sprey Point, and replace them with a soulless concrete eyesore. You are proposing to destroy nearly all of our only dog-friendly beach, and you have the audacity to suggest you're doing us a favour by giving us concrete paths instead.</p> <p>Of course the railway line needs to be made more resilient, but work could be carried out on the cliffs without these catastrophic losses if Network Rail would accept a temporary line closure. The rail link will survive a temporary closure. Our beach and historic monuments are irreplaceable - once you've destroyed them, they're gone for good. As a longtime Teignmouth resident, I urge you to listen to the people of this town and hear how devastated we are that these proposals are even on the table. The rail link needs to be sustained, but not at the cost of the town and people of Teignmouth. We are not collateral damage. Our beach, wildlife, and historic monuments are not collateral damage. We are asking you to respect the things that make our town one of the loveliest seaside resorts in the country. Pouring hundreds of thousands of tons of concrete over our beloved amenities is the opposite of respecting our town. It's akin to vandalism. It's akin to saying you couldn't care less about Teignmouth. It won't affect Network Rail, but it will drastically affect Teignmouth. I urge you in the strongest possible terms to take these concerns on board and proceed in a manner that protects the railway _and_ our beach and monuments.</p>
<p>I do not want the beach damaged or removed under any circumstances</p>
<p>It is very ugly and will not be a good community amenity.</p>
<p>Lack of thought to marine life and tidal patterns effecting sand movement.</p>
<p>why not create breakwaters instead of current plan ? Breakwaters would reduce the need for massive/disruptive works , and ensure the resilience of the sea walls, as well as retaining the beach. Spray Point could be the "hinge point" for such a scheme. I guess this may be a more expensive option so that's why it's not proposed !</p>
<p>There will be a massive environmental impact on a very large stretch of coast! There will also be a negative impact on Teignmouth town with a reduction in visitors to the area.</p>

<p>I have watched closely the consultations and the responses from my fellow townsfolk, some of whom are a lot more qualified and experienced in making informed comment than me. But it strikes me that NR are not sympathetic to the local community, the local environment, the local ecology, the local economy or the local needs of people in Teignbridge. Of course something needs to happen to protect the line but I implore you to consider the alternatives that are being proposed and listen to local expertise, creative ideas and designs, before you destroy the beach and our town. The most immediate cost saving (for NR) does not necessarily make for the best cost efficiency or effectiveness in the longer term. I could go on and on but I imagine that my thoughts are echoed across the town.</p>
<p>Do not destroy the beaches please.</p>
<p>There are other options available that would protect the beach. Please publish your workings out.</p>
<p>Not necessary to have revetment as its a cliff problem.</p>
<p>I think it's disgraceful that plans have already been drawn up without having a study of the impact on the environment. Shame on you!</p>
<p>You need to drastically rethink this carnage.</p>
<p>We have not been consulted at all until its too late.</p>
<p>The environmental effects will be disastrous. It will finish Teignmouth for tourist business!</p>
<p>There are better longer term plans that protect the beach - this is a quick fix solution that needs more thought.</p>
<p>Your plans show a sandy beach but this would be a rare occurrence at very low tide - it's not an accurate representation and is misleading we are still losing our beach</p>
<p>Maintain the historic existing wall and cliffs which NR have neglected over the years.</p>
<p>Please work with local engineers and experts. They might offer a better solution!</p>
<p>Changing the beach would have detrimental effects on everything from the biodiversity of plants and animals to removing a beautiful place to walk and be by the sea</p>
<p>I understand the need for the changes at Dawlish where the sea does overrun the line and create problems but I fail to see the need for the scale of change between Holcombe and Teignmouth.</p> <p>I am also deeply concerned that the time scale is ridiculous; eight years of limited or no access, blocked roads due to road access already being beyond capacity, already inadequate parking spaces being taken by workers/plant etc. will kill the town which relies on tourist income. It was bad enough when work was undertaken in the recent past and that at least was only a matter of months.</p> <p>I feel that Network Rail are looking only at their needs and are ignoring the devastating impact this will have on the town of Teignmouth and the village of Holcombe.</p>
<p>As far as i have seen the consultations have been very manipulative on NR behalf, the measurements were off and every time i spoke to an engineer they gave me different measurements and scales. Your model showed beach to make it seem like you were listening to us but looking into it the beach was only at very low tide as your concrete block wall comes out 5m wider. The lack of exit points has decreased massively which leads to more risk of being trapped on the beach, especially as there is less beach and rising sea level. We already know that the curved sea wall does not work as it has been demonstrated already. Your proposals are all in your own favour, manipulating and not considerate of the local community.</p>

<p>It would be a travesty to go ahead with the proposed idea. This would ruin a beautiful shoreline and tourist attraction, taking away local business and reducing house prices close to the beaches.</p>
<p>Please look at a closed tunnel that can with stand a landslide.. Channel tunnel springs to mind it something similar to the angled approach in the Alps?</p>
<p>As a local resident, Network Rail has failed to convince me of the necessity of its planned realignment of the railway and the other measures proposed to improve the "resilience" of the cliff. Whilst I am wholly aware of the cliff collapse in 2014, it appeared to be a relatively minor event and is actually the only cliff collapse that has caused closure of the line for any significant period since the line was constructed in the 19th century. It appears to me that the stabilisation works carried out by NR (the mesh on the cliff etc.) seem to have solved the problem. Will another event occur? What assessments have been done of the likelihood of serious (as opposed to superficial) slippage? How many times will the railway have to be closed during the extensive works needed to carry out the resilience programme? Quite possibly, these works in themselves could cause more closures of the line than any cliff slippage has ever caused.</p> <p>It seems to me that there has been a conflation of the problems caused by the collapse of the line at Dawlish and the fairly superficial cliff slippage on the Dawlish-Teignmouth line. I have not yet heard any convincing argument that the cliff is seriously unstable. If this is the case, it needs to be properly explained. Local residents do not want to be "palmed off" with scare-mongering arguments which do not really explain the extent to which the cliff is unstable and how these proposals will definitely lead to long-term solutions for these perceived problems.</p> <p>Obviously, all local people are very concerned about the visual impact of the scheme, the loss of most of our beautiful beach and the fantastic sum of hard-earned tax-payers' money which needs to be expended to carry out this project. For a scheme like this to go ahead, I and others like me really need convincing that it is essential to carry it out. Instead we are left wondering whether a scheme like this will not only destroy a priceless beauty spot, but might also cause many unforeseen problems. It may actually increase the instability of the cliffs (due to changes in the groundwater movements, silting up of the estuary, erosion of other areas of cliff, removal of sand from other areas of beach etc) and it may lead to a higher likelihood of cliff collapse. Furthermore, from my observations, one of the major threats to the line (which will presumably worsen with rising sea levels) is the threat of the sea itself. How are these plans going to ameliorate this problem?</p> <p>I urge Network Rail to think again. Your proposals will have a massive and permanent impact on the local environment and on the well-being of local communities. At the moment, we have not been given arguments that are sufficient to convince us that this work is either desirable or necessary.</p>
<p>Impact on environment? The estuary? Explore alternatives i.e. Drainage to prevent cliff falls. Preserve History.</p>
<p>Please listen to locals and scrap these plans</p>
<p>Leave the beach and the environment alone and secure the cliffs</p>

Not enough thought to keeping the natural beauty of this amazing stretch. It will look dreadful & far too modern with far too much concrete. It's devastating that so much beach will be lost as well as the beautiful original sea wall.

Why are other options not being taken seriously? Or even considered?

Put in a breakwater! Leave the beautiful beach to be enjoyed by the next generations.

Thousands of local people are truly devastated by network rails plans to destroy this iconic beautiful stretch of coastline.

Not needed, or wanted.

Hundreds of £ms will be lost to local businesses.

Years of water column and marine environment disrupted.

Loss of Blue Flag and bathing water quality

Loss of a piece of heritage substantially unaltered and still working well from 1846.

Loss of reefs and disturbance of seagrass beds.

Proposal looks really ugly and out of place.

Currently used by thousands of visitors every week, who won't be able to swim, walk, run, walk dogs, whose wellbeing will be affected for years.

Lots of money spent unnecessarily.

Unknown effects on marine sediment and sand on other beaches in the locality.

Disruption to fish breeding habitats.

Disruption to land environment for adders; buzzards and Peregrine Falcons.

The proposal is likely to be more vulnerable to the sea being further out to sea than currently, with no beach as protection, compared with currently.

Disruption to this section of line hardly ever occurs, so really what is the point, this proposal will be expensive, ugly and potentially work less well than the section currently in place in terms of rail resilience.

It also does not take into account the impact of having a line that would be further out to sea on usage by trains that cannot cope with seawater, such as the current Voyager stock.

The concreting over most of the beach eitherside of Sprey Point would dramatically destroy the environment along this section of beach.

The recent incident of passengers being injured at Dawlish could almost certainly happen here with your proposal to move the track alignment into deeper seawater. Look at the fist sized rocks strewn all along the beach at this present time 01feb20.

The brutalist design is very 1960s in unsympathetic design in virtually every aspect proposed, like the M1 being built, with the exception of the improvement to the underpass access for disabled people at Parson's Tunnel.

The flat roofed rockshelter at Parsons Tunnel surely will just sag under the weight of rockfall and block the line. An arch is stronger unless you compare it to the collapse at Gerrards Cross Tesco building site over the line, closing the line for ages. No triangulation support for the tubes of the tunnel before dumping the soil over and around them.

I am a retired conservator/maker of professional orchestral stringed instruments - cellos violins etc. I'm no expert in your field, but common sense reveals many similar technical structural issues. E.g. fixing to porous surfaces requires sealing first, otherwise the glue (or as in your case cement) will not adhere fully, therefore making the joint weak as with poorly pointed stonework.

Concrete Jungle
Dorothy's Diamonds are a Devon legend. The stones on the wall are extremely important. NO CONCRETE. DO NOT DESTROY OUR WALL.
There must be an alternative to destroying the beach.
Awful. No respect for history, the town, environment. People only care for NR + cheap!
Teignmouth and Holcombe have beautiful beaches and attracts lots of people to come and shop in our towns.
Utilise the expertise, knowledge and passion of the local community- they have some great ideas and alternative solutions which will have far less devastating implications for the local environment. We will have to live with this for the rest of our lives.
I am 100 % in favour of making the railway resilient and feel strongly that the current route needs to be kept. I do however feel that the current proposals are, for what of a better expression, overkill. Engineers at the recent consultations explained that active netting would offer protection to the line without the need for new walls, buttresses, revetments etc. I appreciate that 30 - 40 years, lifetime of the active netting as explained by your geotechnical engineer, is not the 100 year time period you are aiming for but with the current rate of technological advances, 30 - 40 years would surely be more than enough time to monitor the cliffs while preventing falls and slips.
Ill conceived ill considered plan, not to scale. No cycle path. No access for 8-10 years.
I understand we all need to compromise but so far it seems only the residents and those that enjoy this lovely area are having to compromise with little give by NR in return. The consultations have been misleading with inaccurate information and what seems to be underhand misrepresentation (such as the depiction of the beach at supposedly mean low tide but what would be a very low and rare tide). We urgently need to see an environmental impact survey as without the proposals and consultations are pointless.
You're plans are awful and would destroy a beach that is used by many.
Direct access to beach at parsons tunnel either under bridge as we do currently or a direct stair up and down as opposed to current walk a mile just to access a beach directly in front of you. Plus 14 meters out to see to accommodate a footpath! This is unnecessary and there must be another way than to lose our precious beach. Surely your engineers are competent enough to build a strong enough tunnel to withstand any landslide
Route the line in land.
Need a train but not at the expense of the environment. This is totally disgusting - the public are being fed lies. The environmental reports are NOT available until September - then the consultations should start - not prior to the public being aware. Railway can be protected in many other ways. Incredibly leading questions! Unfair and very misleading plans. Need a train line but not at the expense of our environment.

The prices of rail tickets increase every year and we get little in return. Trains that run late, infrequently, short on carriages, standing room only with no where to sit even when a seating reservation is made in advance bookings. Network Rail will be in no hurry to complete the work, therefore causing long term disruption to everyone involved. There will be the inevitable “unavoidable delays” due to poor planning, lack of funds, meeting upon meeting to make decisions on things that should have been agreed before work commenced, and their concern will be regarding the ridiculous politics/committees involved rather than the actual impact it will have on so many people. Plans are just that; plans. They are very rarely adhered to. It seems impossible to get Network Rail to carry out basic maintenance at the best of times, let alone plan & successfully complete a task of this magnitude. Look at the collapse of the Dawlish seawall as an example. As for securing the cliffs, this is never done on a regular basis so one can only assume that it does not pose a threat warranting a destruction of this magnitude of the Devon coastline. It’s always someone sitting in an office outside of the area concerned (i.e. a London HQ) who dictates and makes these decisions, someone who has likely never even been to Devon, ironically. By all means, do the absolute essential to make things safe but don’t take that as carte blanche to be greedy and overzealous. Once the work has started there is no going back, and both the negative impact and the thoughts of the locals, the actual people it concerns, must be taken in to serious consideration because once Network Rail come in, meddle, and leave again, there will be no impact or longstanding consequences for them.

And all of this coming from someone who used to commute on that route every single day from Exeter to Teignmouth. How is that for irony?

It is rubbish, ugly concrete and piles of grit!

Look at the suggestions on Save the beach Teignmouth - very qualified ideas available!!!

Our world today requires environmental consideration to any building and to destroy natural habitat and history without any consideration to locals is beyond thought.

I think your proposal lacks a distinct lack of imagination. If you must invest in this part of the railway show a little courage and make it a really positive feature. Build a marina or employ an architect with a little vision, save the beach and add to the character of the town. this is a seaside town that relies on visitors and return visitors for its economy. if these plans go ahead you will ruin the history and personality of the town. Not all progress is good and we are remembered for our achievements.

Netting cliffs 30-40 year resilience

Stop the destruction of our beach

Think about the permanent damage you are causing.

This is too bad - to go ahead without proper consultation with local people.

Current plan will ruin the prosperity of Teignmouth and the local economy

Don't take the beach away

<p>Just make a tunnel and keep the beach.</p> <p>Moved to Teignmouth 1 year ago to be near sea and walk dogs along stretch of beach.</p> <p>This destroys Brunel's wall, ruins the coastal beauty, will lose Teignmouth tourists and keep locals from walking. So much wasted space. Detrimental to local wildlife and plants. Looks AWFUL & UNECESSARY.</p> <p>Not adding to health and wellbeing - no allowance for cyclists and will be an ugly walk along concrete. Depressing and scary to walk along if alone/a woman/young person - would feel vulnerable and isolated.</p>
As above.
As above - you cannot desecrate our favourite piece of beach and the sea wall that Brunel made!
You have not thought about how you will destroy Brunel's lovely sea wall - a historic piece of Teignmouth.
It is appalling - it will destroy a town, both the fishing etc and tourism and have a bad effect of mental and physical health of people from far and wide who use the beach. It is already causing stress, even my grandson of 8 is worried and clearly during his childhood there would be years of not using the beach while toxic concrete is poured all over it and the Brunel wall and that hideous new wall is built that takes away most of the beach in any case.
You must think of the economy of Teignmouth and most importantly you should not be making plans without a full EIA
What is the impact going to be on Teignmouths beach ? How is this plan environmental friendly. Why does Teignmouth need to sacrifice so much to save the railway surely a cleverer solution can be designed with lower environmental impact. Is this really the best design ? What will the impact be on local residents? Will our beaches be a no go zone for years during construction. I live beside the Teignmouth entrance to the path will my road become a construction site ? Sprey point is a landmark one I have been walking to for years why has the design given no consideration for this. Will the value of my house drop because of this and will I be given compensation?
If you re-think this I am sure you could come up with a cheaper and less destroying idea - please start again and save our lovely beach and sea wall.
I'm a fisherman who solely makes his living from this area and this work will end my business
Insufficient information provided with regard to environmental impact assessment.
If you do the work at weekends there is NO need to RUIN the beach and Teignmouth Town.
The full environmental impact needs to be made public. The 3-5 year build schedule with beach closures is in itself enough to count this plan out.
They are hideous. Brutal. Ugly. They are environmentally damaging. They are destroying a valuable amenity and out heritage.
I will be attending the conference at the Pavilions on the 10th Feb. I'm hoping the information that has been lacking so far, will be available.
You will destroy our beach and marine life and possibly cause problems with moving sand and blocking ship access

Brunel's old Maid's Walk is iconic and a gem, it should not be demolished! Responsibility to protect our heritage and Brunel's landmark.

Or reopen Okehampton route to maintain a rail link, 2 lines would be better than 1!

The proposals by Network Rail focus very much on cliff fall which is something that has happened once in the last 100 years or so. I'm not suggesting that it's not a potential issue and one that should be disregarded however there are many solid engineering options that can be employed to mitigate for this. I see no evidence of these being explored and I suspect this is purely because Network Rail do not want to have to explore options that would in some way impact on the network.

What I have yet to read is how these proposal also mitigate for the effect of sea level rise. Sea level rise is a very real thing, not something cooked up by a handful of eco warriors. Most climate models are in a constant state of revision as more data comes in but all point to the impact of rising seas. How does building a wall further out to sea help with the future resilience of this rail line in 30 years time? It doesn't. It is short term thinking and the whole project smacks of misguided overkill that will benefit a handful of large construction companies.

Meanwhile this community will suffer huge amounts of disruption for 8 years whilst this unnecessary project is carried out. And at the end of it we'll have the biggest eye sore in the south west, we'll have lost a huge chunk of a beach that so many of this community values and uses every day.

I really don't think you realise how important this beach and this wall is to us. I have walked the wall for many years, my two young boys walk the wall with me at the weekends, in the spring and summer we swim, paddle board and snorkle off Holcombe and we play on the beach near to Spray Point.

This is why we moved to Teignmouth, this is why so many people love Teignmouth, it's what makes Teignmouth such a beautiful place and all of that will all be lost, and please don't point to the artwork you've mocked up. It's very clear what beach will actually remain and we'll be struggling to use it even at low tide. Once your bulldozers and concrete trucks have gone we will have lost something beautiful forever.

There has to be a better solution than this. Try to see that over engineering this beautiful stretch of coast will have a huge human cost. So many of us here depend on this little section of coastline. It's in our blood.

Environment (protect not spoil)

I think that a better solution must be found

I think it is wrong to take away any of the beach. Invest more time and money and find a better way.

Yes. The solution presented by your PR company as a consultation appears to be cost driven with little concern for Teignmouth, aesthetics or amenity. There is little information about costings for alternatives.

<p>The current plans are far too over the top for what needs to be done to increase the railway's resilience. In fact it is unclear whether it is resilience to cliff falls or to the sea that are the issue. Your plans/consultations keep altering on this! The huge mass of concrete and boulders will almost completely destroy the beach. There will only be a small strip of beach left in places for a couple of low tide hours each day. This beach is used by people all day every day and is part of the attraction of Teignmouth to tourists. By covering so much of the beach it will take this away from people and will likely have a huge negative impact on the tourism of Teignmouth and therefore the local economy. The other concern is that of the environment - destroying this much beach WILL impact negatively on the wildlife of the area and is very likely to have further negative impacts on beaches and water stretches further along the coast. There are many other options available to increase railway resilience including cliff stabilization, fall shelters, at sea breakwaters to name just a few. Why are these not being explored?</p>
<p>You should be ashamed of yourselves.</p>
<p>Higher path from Smugglers Lane goes to steps down to lower path. No access to Teignmouth from that end.</p> <p>The current Sprey Point has some beautiful old trees, grass and small birds. The proposed new one looks totally barren!</p>
<p>They take no account of effect on Teignmouth for duration of work</p>
<p>Improvement on previous plans. Still more beach access needed, especially Sprey Point area. are your surveys, facts and calculations reliable?</p>
<p>I think the project should go ahead but with revisions to maximise amenity space and to retain as much sandy beach as possible.</p>
<p>Why has a beach reclamation not been considered as across east coast and north sea?</p>
<p>As above. More modelling to show real effect . Speak to local professionals who know practically what will happen . They may not have qualifications in rail construction , engineering or coastal erosion or be scientists , but they have knowledge and advice and A wealth of experience that has never been tapped into . Eg . Fishermen , harbour pilots, harbour masters, RNLI crew, local construction engineers and business whose families have lived here for generations. Please consult with these experts!</p>
<p>Try not to block the lovely sea view seen from the train.</p>
<p>Ideally I would like to see the sea wall and the beaches stay as they are for many decades. The cliffs could be shaved back dramatically, tiered maybe, and made safe. The line would remain closed while this work was being done. Would it be possible to buy out the residents who live near the cliffs? To add further protection a 2/3 tunnel open to the sea could be built - a rock shelter I think its called - for the stretch from Old Maid's Walk to the Parson and Clerk. They have these in Switzerland a lot to protect railway lines from rock fall. It certainly works well there. It would be sad to lose so much beach. Its great to be able to walk from Teignmouth to the Parson and Clerk and back. It is used a lot by dog walkers. The blind, especially those staying at Cliffden Hotel, use this beach to walk their dogs. Where are they going to walk their dogs?</p>
<p>How will the area remain accessible during works? we rely on this for tourism, fitness, wellbeing.</p>
<p>Concerned over impact on town of the construction phase.</p>

<p>I have seen West Bay, where more sand and large rocks are used for protection against storms.</p>
<p>An absolute travesty if this plan goes ahead. A disaster for the environment, local community, local business. A very shortsighted solution in today world when we are fighting to save our natural spaces and preserve for future generations. NR plans. Dislike Dislike Dislike</p>
<p>Could you find a way to protect the track using another method such as off-shore reefs that do not involve building the concrete revetment which will destroy the local beach? The cliffs themselves and woods along there form an important environment for wildlife and it would be very sad to lose it.</p>
<p>The beach needs to be left alone....let's not build on something natural. The beach is incredibly important to the residents off Teignmouth, the beach has it's own daily community. In today's society where loneliness, mental health and communication are paramount from the very young to the elderly the beach supports all of these. The beach reaches out to everyone, helps to encourage positivity and enables all ages to embrace what it has to offer.</p>
<p>Subject to a full hydrological study of the effect upon the future changes to the beach, this seems an opportunity to create a wider promenade to the seaward side of the proposed realigned railway which might also increase the resilience of the rail line into the future when reliance upon electric power might become even more significant if access to the South Devon coastal communities and economy is to be preserved.</p>
<p>I am STRONGLY against the loss if these beaches. Find a less intrusive way of improving our railway sevice</p>
<p>The visuals shown at the open event seem to show that the work would be an asset to the area.</p>
<p>Letter from [name redacted] at Torquay Consultation:</p> <p>It is crucial that we find a long term solution to the problems being experienced to the rail link between Exeter St. Davids and Newton Abbot in respect to the problems at Dawlish and Teignmouth. What with the collapse of the railway lines at Dawlish by being undermined by storm damage by the sea, and the danger posed by rock-falls from the cliff alongside the line between Parson's Tunnel and Teignmouth.</p> <p>Before considering a solution we have first to realise that this line serves two functions:</p> <p>A. a route for long-distance Inter-City trains between London Paddington and Plymouth/Penzance.</p> <p>B. a route for local trains between Paignton and Exmouth, via Exeter St. Davids.</p> <p>THE most important consideration is to ensure the long-term future of the Inter-City service between London and Plymouth/Cornwall. Route A on the plan [map attached to letter - this route goes inland from Newton Abbot up to Exeter St Thomas] is a fast cross-country route that avoids the scenic, but slow tortuous coastal route through Dawlish and Teignmouth. It could be funded by cancelling HS2, whose projected costs have doubled in the last decade, causing the government to now have doubts about its value for money. The needs of the South-West are far</p>

<p>more important than the supposed benefits of HS2. This route could cut the journey time from London to Plymouth and beyond by up to thirty minutes.</p>
<p>The proposed works for stabilising the coastal route should still go ahead as Dawlish and Teignmouth are favourite holiday destinations and bring in much needed tourism income to the area [Note: Respondent has also drawn the route of this line on the map].</p>
<p>I think a bridge over railway at smugglers would be better and cycling facilities.</p>
<p>I need the railway for infrequent but necessary local trips to hospital in Torquay, travel to London to visit friends, and occasionally to Hampshire to visit grandchildren. I like visiting the beach to swim and take wildlife photos (conditions are infrequently suitable), but I would miss the railway a lot more. I think you should have a straightforward vote as to who needs the railway at all - just get numbers of people who need it. And point out that rail is the new green transport!!</p>
<p>I understand the need for these developments. Clearly the inland route would result in many houses being demolished to access Newton Abbot Stn and the future of the line through Teignmouth would be in doubt as a low passenger volume branch line it could not call upon the capital needed to maintain the route to Parsons Tunnel. It is only when it is seen as a vital link to Devon and Cornwall, the scheme makes sense. However the project will take at least 8 years to complete and Network Rail have not indicated in anyway how the job is to be done. There will be the need for heavy machinery and materials access I hope you discount any plans to move equipment past the Eastcliff Cafe. How will you deal with staff parking and access? Parking is a premium in Teignmouth. If you bring stuff in by ship will it go into our docks and be transported by barge or will you have a jetty long enough to take heavy plant and machinery?</p>
<p>I think the plans are clear and well thought out, it provides something for everyone.</p>
<p>Very supportive, but concerned that the project has got this far without a full environmental impact assessment. There will undoubtedly be an impact on sediment movement (amongst other things) throughout the bay and mitigating actions may be required to avoid damaging habitats and attractions further afield than the construction area.</p> <p>Having grown up in Teignmouth I am disappointed that while such effort is going into making Teignmouth more accessible, one of its key tourist attractions in the grand pier is being left to rot. Could its renovation be tied in with this project somehow?</p>
<p>When will we know more about the schemes in Dawlish?</p>
<p>Living near the main Teignmouth / Dawlish road I'm keen to see the cliffs protected so that this main car transport route is also protected.</p> <p>There has been a lot of protest from mainly dog walkers over the beach loss. With the best will in the world the beaches in question are only accessible for a few hours each day due to tides & then there is only a handful of dog walkers on it. Most holidaymakers only use the main beach in Teignmouth town. With new path access this will provide a view for the coast path walkers at any time of day no matter what the tides or weather. This is a good compromise.</p>
<p>Add the breakwater to reduce wave power, encourage marine diversity, build in tidal power generators to electrify the railway. Tidal power four times a day, 365 days a year!</p>
<p>I love it. Hope it's finished in time for me to benefit from it!</p>

<p>Apologies for some of the inane questions by attendees at the Teignmouth presentation. Statements such as there are not many trees and questions such as are those rocks going to be grey I felt were not constructive.</p> <p>I hope the monies will be forthcoming in the next 5 years.</p>
<p>Yes - make sure the inland bike path is built before work starts to the rail line to help walkers until work is finished.</p>
<p>Disappointing that the plans and models do not show any electrification of this section of the mainline to Paddington, even though the new inter-city trains are equipped to run on electric and other commuter routes on the national network are already electrified.</p> <p>South West Trains used to run a Paignton to Waterloo Service, but this was cancelled some years ago due to wave over-topping, so it would be desirable for this scheme to deliver the resumption of this service as an alternative and addition to the Paddington service.</p> <p>Dredging and dumping of material from the seabed off Teignmouth has already caused changes to the beaches. We need reassurances that these proposed works will not further deteriorate the beach on the sections of beach that will remain. We currently have sandy beaches, and don't want to end up with shingle instead!</p> <p>Strategically placed lighting on the new coast path and upper path would both enhance safety and encourage the use of these areas for longer each day.</p> <p>If there were to be a medical emergency on either of the new paths, can an ambulance access all areas?</p>
<p>Needs to go ahead</p>
<p>A concern that the sea wall will become an extension of the formal promenade.</p>
<p>The plans show the beach at mean low water. More realistically the plans should show the mid point between high and low water</p>
<p>As your brochure states: the people who visit the place the most object the most. They don't want it spoiled. We don't want an extension to the formal promenade.</p>
<p>Very concerned about the impact the scheme is going to have on the beach and the movement of sand along the coast. I am unaware of any in depth surveys and studies as to the impact the scheme is likely to have and feel unhappy that a major project like this could go ahead without proper studies being undertaken</p>
<p>These plans are like using a sledgehammer to crack a nut. If the cliffs need to be made stable a way should be found to do this without moving the line.</p> <p>I strongly disagree with moving this stretch of railway line thereby diminishing the beaches at Teignmouth and Holcomb. The proposed revetment is unsightly and concreting over the historic Brunel wall is sacrilegious.</p> <p>As well as the above the 8 years that this work will take to complete will have a devastating impact on the Teignmouth economy.</p>
<p>Effects on sea life and the beauty of the resort are worrying.</p>
<p>Cost should not be the only reason for the project plan. Benefit and Risk to the environment seems not to be addressed from my readings. The south coast offers future opportunities for economic development and the project is shortsighted</p>
<p>Agree with proposal</p>

The scheme displayed looks excellent
The railway is the lifeblood of Dawlish. The plans are a sensible compromise.
Exhibition of proposals was very informative
Build as soon as possible to eliminate risk to railway.
The needs of the greater southwest from Newton Abbot down to Penzance must be paramount. While the track around Dawlish and Teignmouth is undoubtedly picturesque it was built by Brunel and we need to focus on the future- if we are to drive or fly less.
If the rail line fails, it doesn't just affect Teignmouth. School children travel both ways from Teignmouth as well as local residents working up and down the line. The more the railway is used, the fewer cars on the road.
Could the new wall incorporate a climbing wall?
We need, as a matter of priority, to keep the line open given climate change.
There seems to be no other viable answers
This needs to be done and there is no viable alternative
Check the revetment at Sprey "Point" area is not going to be in danger from erosion.
Get it done ASAP Please! Ensure Teignmouth sign retained
A vital link that must be secured
I think the circular paths will attract more tourism
I regularly walk from Dawlish to Teignmouth and catch the bus back. It is important that the necessary works and funding are in place asap.
Get it done ASAP Thank you
Cycle path would be a good reason to use more and provide a link in the cycle network
I think your proposals will significantly add to the accessibility of all wishing to use this stretch of the coastal path and that the circular walking paths will provide a further attraction to increase tourism. The architects have done good job. Personally, I disagree with those that are objecting to the loss of some of the beach as it is not used by many locals and even less by visitors - probably due to lack of vehicular access. My main disappointment is the projected time scales to begin works. If Brunel had to face all these hurdles, I doubt if we would have ever this iconic coastal railway.
We'd love to enjoy this fantastic improvement - not sure we'll live to see it. Such a shame so many people want to complain/protest/object yet so few visit the consultation events.
Crack on with the project ASAP
Wondering if works on Holcombe Beach will affect any longshore drift. Any plans re groynes. Although probably outside of these proposals, any plans to improve groynes on Teignmouth beach. Will you be able to see over the sea wall from the proposed seating. Pleased that access at the Holcombe end will be improved. The proposal isn't just about the Teignmouth area. Inaction impacts on everything west of this line- people's lives, the economy, tourism. People have to look at the wider picture.

<p>Very well thought out plan, that is looking to improve the area as well as provide an essential transport link.</p>
<p>I strongly believe Network Rail need to seriously reconsider this proposal as it still doesn't listen to local residents concerns, nor does it protect all of the beach, spray point or the historic sea wall.</p>
<p>Please do not settle for this scheme when you have the chance to be a leader and show others the way to create brilliant solutions.</p>
<p>The sea wall is part of a historic engineering project by arguably the world's most famous engineer. There has to be a way of protecting the railway and the wall without destroying the latter. Doesn't matter if it's ugly, if it doesn't improve amenities so long as it doesn't take away what the local people hold so very dear.</p>
<p>Consider a covered tunnel as proposed by local 'Save Our Teignmouth Beach' campaign group. Surely there's a better plan that reduces the impact and loss of the beach along this part of the cliff line but improves the risk of future track damage.</p>
<p>It is not forward thinking, not understanding of local opinion, not honest in its objectives.</p>
<p>The response below has been written by my daughter, and I fully endorse and agree with her comments.</p> <p>Parson's Tunnel to Teignmouth Resilience Project Consultation</p> <p>I am a resident of Teignmouth, and have lived in this area all my life. Members of my family walk on Teignmouth Beach from Eastcliff to Sprey Point or on Holcombe Beach every day, whatever the weather may be. When there is a very low tide we will walk around Sprey Point.</p> <p>I have attended your consultation events in both 2019 and 2020, and read your consultation document with interest and dismay. I have also read the Exeter to Newton Abbot Resilience Geo-Environmental Resilience Study and the West of Exeter Route Resilience Study 2014. I can find no evidence of any consideration of the land or water environment in any of these reports. They all appear to have been written within a Network Rail bubble, as though the railway stands in splendid isolation from the beautiful and fragile Devon landscape within which it lies. There are no financial costs calculated for ecological, bio-diversity or amenity loss. The lack is demonstrated in the Geo-environmental study by a line on Page 5, under 'Phase 1: Baseline understanding' – "Details of the natural and socio-economic environment, which may require consideration during the option development". Given this total lack of consideration it is perhaps not surprising that the preferred options within the current consultation report have potential to cause potentially catastrophic harm to the coast.</p> <p>Although it is not part of the current consultation, I believe that both the West of Exeter Route Resilience Study and the Geo-environmental study should be revisited, with environmental protection as the first, not last consideration. The conclusions must be re-examined within the context of the current climate and biodiversity emergency, and the incalculable and irreversible damage that will be caused to Holcombe and Teignmouth beaches and the inter-tidal ecology.</p> <p>They should also be re-examined with the same parameters as HS2. The reports discard all options for a new inland route for the South West as poor value for money, whilst noting that even the most expensive option was estimated at a cost of less per mile than HS2 in 2014, even before the out-of-control spiralling costs of that ecologically damaging project. HS2 has now</p>

been re-examined and confirmed, and it would therefore be right to re-examine the possible inland routes in Devon on the same basis.

Incidentally, the geo-resilience report, whilst rating all options apart from strengthening the existing line as 'Poor', rated the option currently promoted as 'To be assessed'. Even then, bias in the decision making process is evident.

During the 2019 consultation, I can recall discussion of all the options for increasing the resilience of the existing line, with moving the railway away from the cliffs being the final option – furthest down the list and given less prominence. The fact that this was already the preferred option was definitely played down.

I would like to make comment now on the current consultation, using the extended report I acquired at a consultation in Holcombe. This report makes assumptions and presents them as facts with no evidence given, and is inconsistent.

Section 1.3.4 This paragraph justifies discarding regrading the cliffs stating that because of the impact on private property, the natural environment and the railway this option was not considered further. This is inconsistent, as the impact on the natural environment by the proposed destruction of the beach is also immense. However, the impact on the railway is less.

Section 1.4 Options considered. I acknowledge that the land take proposed now is less than that proposed in 2016. However, that does not make it an acceptable option. "Not as bad" does not equate to acceptable or good.

Section 1.4 Network Rail undertook an internal Option Selection Workshop. The key to this is that it was an Internal review. Inside the "Network Rail Bubble". There was no challenge back to first principles. Paragraph 1.4.4 contains the sole justification for this scheme – the ability to construct the scheme without significant duration of railway line closures. To achieve this aim, Network Rail is willing to cause irreparable and incalculable harm to the environment of Teignmouth and the South Devon Coast to achieve short-term decreased disruption to rail services.

Section 1.4.5 Discounting other options, specifically incorporating the railway line within a tunnel in a toe buttress at the foot of the cliffs. The reasons for discounting this option, which would not require destroying the beach are "This option would require the line to be closed for a significant period during construction" and "The additional costs and programme implications ... are greater than the proposed works." Network Rail are willing to cause irreparable and incalculable harm to the environment of Teignmouth and the South Devon Coast to save money.

As a slightly lighter comment within this response, I note the care and attention to detail, and the subtle attempt to mislead in section 1.6.2 and 1.6.5. Here the report makes a comparison between a photograph of the existing sea wall and an impression of the proposed sea wall. The photo is taken about half way along Holcombe Beach. The impression is looking from not far beyond Eastcliff Café towards Sprey Point. Figures intended to give a sense of scale are well in the foreground which minimises the effect of the height of the wall. And, strangely, the sand has turned yellow.

Section 1.6.7 This states that the decision for the location and extent of the proposed sea wall is based on maximising retention of the existing beach area. This is evidently only true within the Network Rail Bubble, as enclosing the railway in a tunnel would have retained far more of the beach. Deep dowelling of the entire cliff length rather than just at each end would have retained far more of the beach.

Section 1.7 Land reclamation. The design does not minimise the amount of beach to be lost – Section 1.9.6 states that where it is not possible to provide a buttress then deep dowels will be installed to stabilise the cliff. If deep dowels are an acceptable engineering alternative to buttresses, and if the loss of the beach is to provide land for buttresses, then to minimise the loss of the beach deep dowels could be used. However, going back to earlier comments, this choice is again based on the Network Rail Bubble to minimise the time the railway will be shut rather than minimising impact on the beach and the environment.

Section 1.8.2 This states that the design and construction methodology have been developed to keep the railway operational for much of the construction period. Whereas this should have been developed to minimise the ecological and amenity effect.

Section 1.11 This section ticks all the boxes for an enhanced coast path, with greater disability access (but no cycle route). It completely fails to recognise the ethos of the coastal path, which is to connect with the cliffs, the beaches, and the marine environment. My daughter, who uses an electric wheelchair, absolutely hates this scheme even though it would give her access along the wall, because it will destroy her home.

The arrangement at Smugglers Lane for disabled access again ticks the boxes, however fails to appreciate that the only way any disabled person would reach this point would be by car. The lane is too steep for mobility scooters or powered wheelchairs. At a time of climate emergency this is encouraging additional vehicle use.

Section 1.12 It is disingenuous to state that the new coast path will not extend any further out than the current extent of Sprey Point. Although technically true this is trying to divert attention from the huge damage which will be caused by the revetment 750m long and extending out a further 28.4m.

Sprey Point is currently an area of grass and scrub. Historically it has had little care and attention to enhance the amenity value. However, is it really necessary to replace this with a 15m wide concrete desert? Presumably this is because after hosting a concrete batching plant for years during construction this area will be too contaminated for any other solution.

Section 1.13 This section demonstrates how the Network Rail Bubble has approached this scheme with entirely the wrong ethos. This should read that the proposed development has at its core the best decision making to minimise the detrimental effects the scheme will have, not an investigation to mitigate harm after it has occurred.

Construction

This phase is likely to have considerable adverse impact on the town of Teignmouth, its amenity and its tourism offer. There are serious risks of water pollution, noise pollution, vibration, air pollution, and loss of access for three years. Given the prevailing conditions, siting a concrete

batching plant on Sprey Point carried considerable risks. Incalculable damage will be caused by creating the revetment by digging up from the seabed with a backhoe dredger.

The ecological impact of constructing a jetty (not mentioned in the report) has not been examined.

There is no evidence in any of the reports that a financial value has been assigned to the potential damage to Teignmouth as a town, or that this has been taken into consideration.

3. Environmental Impact Assessment.

This is another situation where the whole methodology used by Network Rail is wrong. The impact on the Environment should be the first consideration when taking the decisions about what form the proposed development should take. It should not be the last consideration. The EIA should also have formed part of this Consultation.

There are important areas that have been scoped out of the EIA as commissioned:

Operational impacts on water quality – highly important in a marine environment

Operational vibration

Operational impacts on greenhouse gases, particularly as this stretch of line is unlikely to be electrified for decades.

It is essential that the EIA when presented it is subjected to rigorous scrutiny independent of Network Rail.

It is also relevant that there is no knowledge of how the changes to the beach and Sprey Point will affect littoral drift, wave patterns, and movement of sand along the coast. This scheme could have disastrous unintended consequences.

4 Public Consultation

It is little surprise that the majority of people who do not support the proposals are those who will be directly affected by them. People who live away from Teignmouth will look at how the scheme affects them – what will minimise the length of time the railway will be shut. The destruction of a beautiful place will mean much less.

In concluding my objection to Network Rail's proposals I acknowledge that I am biased. I am biased in that I do not want the beautiful environment and ecology of my home to be destroyed. I do not want to lose a marvel of Victorian engineering, which with adequate on-going maintenance could continue to stand for another 150 years if protected from extreme wave damage (option discarded by Network Rail). I do not want to lose access to a beach which I know and love, and which my family visit every day. The claims of how much beach will remain are disingenuously over estimated when taking into account tides and sand levels.

And finally, this wall is UGLY. It is a brutalist and charmless monstrosity in an ugly material. In a place of red sand and cliffs, blue waves and curves and whorls, movement of water and light, it is an enormous grey angular intrusion with no redeeming features.

A minimum 8 year mess to achieve an ugly solution with major beach loss

<p>The proposed plan had totally failed to take into consideration the beauty of the immediate area, the historic importance of the rail line and the impact on the environment and use and pleasure of the area by both locals and tourists. It is a vulgar and brutalist scheme, a blot on our treasured landscape. The rail line from Exeter to Newton Abbot is iconic and the plans should reflect this, not just build the cheapest option to do the job. Teignmouth and the South West deserve better. It is inevitable that beach is lost and it will be quite considerable, however I understand that to this point in time no environmental study has taken place neither has any marine survey been done re the possible movement and loss of the sands. Considering that Teignmouth has the highest amount of moving sand in Europe (Plymouth university survey) I would have thought that it would be imperative to investigate as it could have a profound impact on the design.</p>
<p>It would be interesting to know the estimated cost of this project. The effect is not only on this stretch of beach, but will be moved down to the town beach and then the entrance to the Teign. The knock on effect for nature must be protected and other environmentally protective plans should be sought.</p>
<p>How many days in the 150 years this stretch of railway been impassable due to cliff falls? My guess is not many as a percentage. I suggest "managing" the future cliff falls as and when they occur and putting up with the disruption. Eventually nature will take it's course, the cliffs will erode and be a distance from the rail line. The human instinct to try and modify everything to defy nature is ill founded.</p> <p>Brunel's railway and the sea walls and breakers have not been maintained efficiently or effectively and the deterioration of these should be rectified paying respect to this historic feature immediately. The grandiose scheme proposed is an extravagant waste of money paying no regard to history or the environment.</p>
<p>Loss of footpath for years - massive impact on the area</p>
<p>Please review and re-engineer your proposal.</p> <p>A construction period of 8 to 10 years and subsequent long term impact on the area is unthinkable!</p> <p>A fit and proper environmentally "Engineering Solution" for the existing structure and surround needs to be proposed.</p> <p>The empathise should be on "Preventative Maintenance" which has been in decline over the past 10 years.</p> <p>You do not need to DESTROY a natural and beautiful stretch of coastline.</p>

<p>Your proposal is based on the weak argument of cliff stability but we all fully understand that you are using the much more generic term of "resilience" in your questionnaire to deceptively create the impression of apparent support from those frustrated at the lack of services in storm conditions, which is not what this proposal is about.</p> <p>It's time to start being more open and honest. How about rephrasing your questions to "do you think that the cliff stability and frequency of subsequent rockfalls impacts services sufficiently that it needs to be addressed further", followed by "do you think that concreting over the beach is a suitable form of cliff stability mitigation" and "do you trust Network Rail's honesty in this project from your experience so far", or are you too scared of the inevitable responses?</p> <p>The railway line hasn't changed position since it has been build, so every rockfall that has happened since has reduced the slope of the cliff or moved the cliff further back from the railway line, or both. So the risks from rockfall, if properly maintained, are less now than ever but, if you want to reduce further, then follow the engineering example of those who build railways in truly mountainous conditions where rock and avalanche shelters are common place. The real issues for the resilience of this line are the impact of the sea and the lack of adequate and appropriate maintenance by Network Rail. Just take a look at the lack of simple pointing to see how badly you manage the sea wall.</p> <p>You need to demonstrate more competence, and hire some true professionals of the calibre of Brunel, rather than attempting to steal our beach.</p>
<p>The M4 and M3 have both got extensive roadworks and people cope, bite the bullet and do the work properly without losing Brunel's wall.</p>
<p>Develop the inland route as it will not continue to cost money because of the weather.</p>
<p>I don't support the creation of new coastal paths at the expense of the existing beach and habitat.</p> <p>I can't find any research that gives an overview of the impact on wildlife and the ecosystem in the area or modelling of the long term implications on the impact of the teign estuary nor of the impact on the local animal life, both sea and bird. Before informed decisions can take place surely this is the minimum required before the area is devastated and has no coastline to attract the visitors that actually travel the lines.</p>
<p>The environment is my main concern. Destroying habitats and removing so much sand. What will happen to Teignmouth, Holcombe and Shaldon as pretty South Devon towns/ villages? Once NR complete, when it fails and starts to fall apart (as the wall they have repaired has done)- what will the town be left with?</p>
<p>Please see above.</p>
<p>Answered above</p>
<p>You should be considering an alternate in land rail route</p>

I appreciate the need for a resilient rail link and feel Network Rail should be applauded for coming up with an improved redesign of the original scheme following feedback but unfortunately this scheme also fails to adequately protect our most cherished coastline, and for that reason I object to these proposals, specifically because:

*The proposals will still result in an unacceptable loss of beach. Network Rail may be unaware how important this stretch of coastline is to local people. It is currently part of Devon's longest stretch of unbroken beach and the proposals would destroy it. NR figures show over 50,000m² of beach will be lost. Your proposals are also misleading in suggesting the footpath will reach no further into the sea than Sprey Point because there is a 28.4m revetment in addition to the sea wall at this location.

*Accurate figures have not been produced showing either how much beach the proposals will leave, or what effect longshore drift will have on the remaining beach. I asked staff at one of the exhibitions and only vague suggestions could be given from the information available. For such a dramatic and intrusive scheme this is unacceptable.

*More work has to be done to fully investigate the options of rockfall shelters and cliff stabilisation before such a damaging proposal can be allowed. There does not seem to be an answer as to why stronger rock fall shelters cannot withstand a land slip or why cliff stabilisation cannot be undertaken. I appreciate the latter suggestion will be difficult while the railway is in use but it needs further investigation before a scheme of this magnitude can be allowed to proceed. The current proposals cannot be considered a effective use of public money without other options being fully investigated.

*There are a number of misleading statements in the proposal material, such as suggesting the railway was closed due to a land slip in 2014, when in fact it was already closed at that point anyway, and that there will be a cycle track included, when that is not actually the case. The proposals also state that the railway is only being realigned at the most hazardous points, but the gradual sweep of a railway means too much beach is encroached upon at all points along the route.

This could spell environmental disaster for coastal flora and fauna

please don't concrete everywhere - it will totally ruin the beauty of the place. concrete urbanisation is soul-less and polluting

I want the railway to be stronger, but not lose beach

Shame continuous walk along beach at low tide still not possible

At the consultation Pavillions 10/2 I was informed that if agreed it may take up to 10 years to construct. If walkers and holiday makers using the beach area are banned for long periods of time Teignmouth will be heavily economically affected for longer than 10 years.

I was not convinced that plans were sufficiently future proof even today spray from sea stops the trains. There would still be spray. No sign of possibility for electrification in the future.

I am concerned about the import of the ballast to shore up the cliffs. I was told it would be extracted from the seabed off the Isle of Wight. This would be very damaging to the seabed and would take many ship movements to get to the cliff face. So much needed it would take many years and close the area whilst in progress. I cannot envisage this area being open for the public for many a year. A detailed access plan must be part of the final package before the project starts

CHANGE TO CYCLE TRACK PLANS

I attended the consultation at Dawlish. There I learnt that the original plan to have a cycle track between Teignmouth and Holcombe from the original plan has been dropped because of objections following the original consultation and an inland route sought. I am extremely disappointed to hear this because this change of plan represents the loss of a great opportunity to create a comfortable cycle track between Teignmouth and Dawlish for less accomplished cyclists. Are the relevant authorities (Devon CC, Teignbridge DC, Dawlish and Teignmouth Councils, Sustrans and Network Rail) really talking to each other? The Government has recognised that we are facing a climate emergency and one of the solutions is encourage cycling. It is very difficult to cycle from Dawlish to Teignmouth at the moment, and one of the worst sections is the climb from Holcombe to Teignmouth. With more bicycles (instead of cars) travelling regularly between the two towns there will be a reduction in CO2 emissions, an ease of parking in Teignmouth besides the obvious health benefits. I was given the impression that the objections stemmed mainly from pedestrians who worry about being hit by a bike on the shared section between Spray Pt and Teignmouth. This is a valid point, but not an unsurmountable one surely? It must be possible to introduce bike calming measures, such as sleeping policemen, that would ease pedestrians concerns. In any case there are many examples of shared tracks elsewhere, for example between Topsham and Exmouth. Please, please let's inject some more imaginative ideas and let the necessity of realigning the railway become more of a virtue.

ACCESS TO HOLCOMBE BEACH

I also ask that Network Rail ensure that the direct access from the bottom of Smugglers Lane to Holcombe Beach remains. At the moment of course it's a bit of a trek through railings and paddling through the stream, but it's still much nicer than having to climb up onto the wall only to have to descend a ramp as is proposed. It's not obvious from what I've seen how big the culvert under the railway will be. Please ensure that it is big enough that you can add a walkway to the beach alongside the stream.

MARINE HABITAT

Finally, I shall be very interested to see the environmental assessment report when it is published. To what extent have offshore reefs been considered to compensate for the loss of intertidal habitat for marine life at Spray Pt? There is research into the environmental benefits of artificial reefs and Network Rail should instruct the environment impact contractors to consult the MBA and IMER at Plymouth about this. Although of course it is the landward side of the railway that is main cause of concern, an offshore reef or series of small reefs could also provide wave protection on the seaward side and reduce even further the extent of the incursion of the railway onto the beaches.

I run a tourism business in Cornwall and we need secure, reliable rail links for consumer confidence

I'm concerned at the fencing which is proposed for the railway. There is hardly any trespass from the existing walkway onto the railway line. Why not make the scheme less intrusive (and cheaper) by excluding this fencing?

It appears that consideration has been given to rail users, residents and the environment.

Although local access etc. is important, connections between the south west and the rest of the county are vital.

See my note above re essential rail service.
Has the inland rail route been constructively researched and reported on? Surely this would be a better long term investment, as our coasts are diminishing every year.
I think that it is really important to reinforce this section of the railway mainline. I think that any ideas of moving the line inland will never come to fruition and would fraught with problems. The idea as proposed seems to me to be well thought out and I fully support them. I can understand local concerns about change to the current beaches etc. but, with climate change, it is inevitable that the coastline will change anyway. We need to accommodate our infrastructure within a change environment.
Looks nice and stable
I could fill a page with the very clear cost/benefit advantages to be gained from the reinstatement of a reliable year round link between Exeter and Plymouth as opposed to wasting megabucks of taxpayers money (of which I am one) on the coastal line that can never be 100 % operable in inclement weather. Then keep both links. They will both be needed as traffic increases. Spend as little as possible on maintaining a line which would never have been built if locomotives had had the power they have today.
Design should result in a net benefit for biodiversity
Cycle route needed!
Looks good, even better if it had a dedicated cycle path.
Time is of essence start ASAP reqd
The town is dependent on the rail service. 3 years disruption will be very damaging to everyone
Not keen on the grey concrete walls, could they be faced with stone?
If it really is the only viable solution to keep the railway it has to go ahead. Can cycle racks and improved public toilets be considered too?
When so much work has already been done to protect the railway here it would be a shame to waste it by moving the railway inland, as well as probably being much more expensive. Now that you have modified the proposals to retain beach areas at either end and with a new inland cycle path at the Parsons tunnel end I am now in support of this proposal having previously been very much against it. Presumably the rail bed will be slightly raised so that train passengers will not lose their view of the sea here? Need guarantees that you will actually do what you say especially re the inland pathway and beach areas.

I was previously undecided how I felt about the proposal due to the loss of beach. However, I understand that something needs to be done to the railway. As a local resident, I was concerned about losing the quieter parts of the beach that are not used so much by tourists in the summer. Having seen the human chain on the beach marking out where the new sea wall will actually be, and how little beach is actually being lost for most of the section, I now offer support to these proposals.

However, what concerns me is how long the works are going to take and how much disruption this is going to cause with being able to use this stretch of beach. I also worry slightly that once the work to the actual railway is done, how much priority will be given to completing the new sea wall, paths and amenity areas and would like some guarantee from network rail that these things will definitely happen and not be pushed to the back burner.

I was also slightly disappointed to learn that the Environmental Impact Assessment would not be available until after the public consultation period had closed, as this means the public have not been able to use this to help inform our views.

I appreciate that the work needs to be done, but I hope that significant investment will be made to use this as an opportunity to make a real feature of the area. It would be good if Teignbridge council could come up with proposals in partnership with network rail to demonstrate to local people how this could be viewed as a positive move. The area at the Teignmouth end of the railway is very tired and scruffy (strange beach huts with glass patio doors etc) and this would be the ideal time to make improvements and to put the Dawlish/Teignmouth area on the map. In particular, strategic use of plants would soften the hard landscaping necessary to make the railway safe and useable.

I think there should be direct access to the beach from Smugglers Lane, for example by a bridge over the railtrack. This is not only from an ease point of view, but for safety so that people are not cut off on the last part of the beach before the tide comes in.

I am concerned about the impact of the design on wildlife, such as deer, and the recognition of heritage structures such as the lime kiln

I hope the new plans do not affect the storm surges which govern the amount of sand/shingle to block the entrance to the River Teign and Port areas.

Teignmouth needs tourism..... the southwest needs a rail link..... the tunnel with re enforcement on the cliffs would satisfy everyone I feel

Landscaping should be natural and have regard to location. Natural Stone should be used for rock armour.

I think hydrographic study needed to establish if beach will remain

The model really helped to see how it would work. Looks ok to me!

<p>See 3 above - more modelling work needs to be done and shared, particularly in light of the amended proposal that will see Sprey Point removed. It all looks good on the presentation, but more hard information is needed about the effect the works will have on the two beaches in terms of movement/removal of sand and beach material caused by changing the profile of the area.</p>
<p>I was also very annoyed that although I had provided my email address, no effort was made to contact me to advise of this further consultation. While people don't expect to be bombarded with information, surely the purpose of providing an email address is to enable NR to maintain contact with information about specific steps in the process.</p>
<p>Think the "sea wall" walk will be much safer</p>
<p>Let's get on with it!</p>
<p>Publicity for scheme needs to point out this is not the town's main beach. Work affects a beach that is covered at high water and used mainly by dog walkers.</p>
<p>I was against, but now I've seen models and had it explained, I support it.</p>
<p>It's to benefit South Devon and Cornwall, not just Teignmouth. Okehampton route is non-starter</p>
<p>Please ensure public access continues during the work stage</p>
<p>Strip the current stone facing and use it to enhance the new pathways. It is too good a resource to waste by covering it.</p>
<p>Will it still be possible to see the view from the train?</p>
<p>It is vital to keep the rail link to Teignmouth.</p>
<p>I feel you have listened to our concerns and achieved a successful compromise</p>
<p>Phasing will be important to maintain some access during work!</p>
<p>The duration of the project is worryingly long. For significant periods there will be no access for coastpath walk to Dawlish. Network Rail must minimise this disruption.</p>
<p>Would like Salty Dog Kiosk business to be protected.</p>
<p>As I said above, I could live with these new proposals. By the time this work is completed, I will probably be heading towards using a mobility scooter, so the prospect of a fully accessible route (with a wall on the seaward side) is something I would very much appreciate.</p>
<p>The Victorians put groynes on our beaches to halt the tidal move of sand. Why have these fallen out of favour? Those existing are not repaired and many have disappeared. Why are they not part of the scheme? There is no evidence from your document of research into the effect the changes will have on sand movement on this part of the beach and the Teignmouth main beach and estuary. Why is this not given as part of this document. There is little faith on previous attempts by the Environment agency - Teignmouth Point and Dawlish Warren - to improve the coastal defences and control sand movement. How can you prove you can do it better?</p>
<p>My family has been using the beach for generations. My mums ashes are scattered at spray point, it was her favourite part of the sea wall. Please find an alternative that will add to the marine factor rather than destroy habitat.</p>
<p>Does there need to be so much work done on the cliffs. There have been very few slides in the recent years. Large areas have now been netted. This would reduce the cost.</p>
<p>I am really opposed to it taking 8 years! I want people and trains to be safe but surely it can be done in a quicker timeframe?</p>

<p>I hope the project brains will be sensible to the community needs. As the project will run for several years I also hope that the project will not give a bad impact to the community and to the summer tourism with noise and works dust. I believe you will again use a sensible approach on the works.</p>
<p>As part of the options that have been considered, discarded, being progressed, the cost of delivering should be provided.</p>
<p>Investigate further - present proposals not convincing</p>
<p>I feel the published plans are very misleading as regards the amount of beach which will be left behind. Also the consultation process has not been easy to access. While the transport links are important to the area so is the beach for tourism, the environment and for enjoyment and health.</p>
<p>Pity for concrete to replace lovely Brunel Wall.</p>
<p>Concerned at reduction in beach</p>
<p>I agree that the train line needs to be maintained but do not feel we are getting the facts regarding the impact on our beach and the town. I want to know: how much of the beach will be lost? Will mules park be used for storage? How long will it take? Why cant the cliff be pinned back? We were told this would be a solution for 40 years...is this not ok?</p>
<p>What is needed is an objective independent expert appraisal of all the options. Once complete it should be published for review and consideration by all parties including the public. This should include detailed costings. What has happened so far is that Network Rail have chosen their option, and are then trying to promote it, thereby conveniently bypassing independent evaluation of the alternatives. I would suggest that this is probably a deliberate tactic to keep the public discussion and agenda under Network Rail's control. From the limited information available regarding those alternatives, I remain unconvinced that the best option has been selected. I have heard a number of very dubious reasons and vague statements summarily dismissing some of the alternatives from Network Rail's own staff. What is being proposed is undoubtedly the best option for NETWORK RAIL, but not necessarily the best for those who live in the area or who are visitors. We need to take a step back, and commission an independent option appraisal that is subsequently made available for full public scrutiny. Without this, it is not possible for anyone to give a clear assessment of what Network Rail are proposing. Any option can only be evaluated in the light of the available alternatives. (This applies to any choice in life). Apart from the obvious significant reduction in beach area, Network Rail's proposal will obviously be very expensive, and probably far more disruptive to Teignmouth over a very long period of time than many local residents currently appreciate.</p>
<p>The continental type bridges would protect line and walkway!</p>
<p>The revised proposals, although much improved, are excessive. Stabilising the cliffs does not require a complete realignment of the track and the loss of the iconic seawall and a large section of the beach is unnecessary.</p>
<p>Please listen to the concerns of local people. (We are not ALL fanatics)</p>
<p>Offshore barrier would solve problems without losing so much beach.</p>

Yes. I love the beach and use the train and it should not be a case of either or. It has not since it was built and there is still no answer given as to why it is apparently imperative to do something dramatic now when the railway has functioned perfectly well all these years. The proposals take no account of the environment, community or tourism industry that are Teignmouth. I also do not see how funnelling tourists, locals, local visitors (many come regularly from Newton Abbot etc), families with toddlers/pushchairs and elderly relatives, disabled people, cyclists, dogs and walkers, joggers etc can happily share the tiny space of so called pathways and amenities you offer in return for taking away an entire beach in which we can all spread out and peacefully coexist. We are losing the jewel in Teignmouth's crown and being fobbed off with a cheap and worthless replica. Presumably one of the first things that will come to pass is to ban dogs, then bikes and so it goes.

Based on the current issues with the Dawlish solution, why would we trust this proposal?

Accessing relevant Info.

1. When searching for this report <https://www.networkrail.co.uk/wp-content/uploads/2019/04/exeter-newton-abbot-phase-3-option-selection-report.pdf> it came up with an error 404
2. I had to ask for the full printed report and when I asked why this was the case, the excuse was that it was online and easier for people to view online. I would argue that the older generation (of which I am not) would find print outs easier to consume and make comments on. Please make these reports more widely available and obvious to people. You have nothing to hide but this reinforces the 'secrecy' stereotype for NR unfortunately.
3. Whilst consultations are set to enable anyone to approach the staff and consultants at the public consultations. I would urge NR to think about giving a short presentation which was filmed with voice text for people to view what is being said would be welcome. There is a very chance that someone can come and view the model and walk away without having taken any of the key points you want to make away with them. I would urge NR to have a 'what's changed' board with the top 5 changes. I don't think it quite works at the mo.

The scaled model was helpful but it would be even better if it showed where the current wall is in relation to it. It would also be useful to colour in the publically accessible walk ways (some were only accessible to NR @ Holcombe end and that wasn't clear)

1.2.9 Whilst context is important please can you focus on the cliff stability issues specifically in the stretch between Holcombe and Teignmouth. Dawlish is not covered by this specific project (e.g section 1.2.9 which states "14 landslips occurred on the Dawlish to teignmouth section" Not interested what is interesting is how many occurred between Holcombe and Teignmouth which appears to equate specifically to one landslip (section 1.3.3) in 2014

How many of these landslips were simply caused because yearly maintenance of the tracks before 2004 was simply not undertaken regularly enough.

I therefore do not agree with this proposal as I believe there is still a good chance for a major landslip to inflict damage to the track even with all the buttress work .

Whilst I am a train user I would prefer the line to be closed for the time required to maintain the

cliffs to a standard that will support the longevity of the railway without moving the track into the sea.

Having said all that if the scheme does go ahead I have the following comments

1.6.2 p.14/15 New Seawall.

I am concerned about the increased height and look of the wall. Whilst I have seen words suggest that this will be in harmony with the environment please do not leave it with that which is @ the other end of the sea wall @ Sprey Point. Could the chosen material have some interest in it. Does it have to be one shade can it be sourced in a colour that wouldnt require repainting like the forth road bridge.

I would like to be assured that people when walking along the route will still be able to see the beach. 1.6.4 mentions the height increase but not in relation to a person of average height. Will children no longer be able to view the sea?

2.3.9 - "public access will be limited" it would be helpful to have a rough estimate on how long we will not have access from Holcombe. Are we talking 3 years no access or access only at weekends (I suspect not) etc. etc...Give us a rough idea.

2.6.1 Footbridge Construction.

Will this enable people to view anything from the bridge?

In summary

I am not against change, but I am yet to be convinced that the movement into the sea is really the best option versus proper conservation work. However as you are seeking the advice from the experts I wish this project well and hope that the EIA is conducted thoroughly.

Please do have a rethink about the cycle path and have a look at the time and tide bell projects.

More consultation needed.

I think they need to come up with an alternative, more in line with what the locals want.

<p>Aside from the comments about loss of existing amenities and history set out above, I am also not persuaded by the arguments made that the risk from cliff erosion is greater than that from the sea, and hence am not persuaded that moving the line further out to sea is therefore the right solution (certainly over the last couple of years damage to the sea wall from the sea has been significant) . I would like to see evidence to back up the rationale for the proposed plan. I would also like to see that appropriate consideration has been given to other (potentially less disruptive) solutions. I am concerned that we are not being given full facts and information for what will result in:</p> <ul style="list-style-type: none"> - significant disruption to local residents - significant impact to the environment (as noted in Devon Wildlife Trust's published response to the consultation) - potential damage to the local economy and tourism given the substantive loss of beach, closure of coastal paths and extended period of works <p>All in all, while I recognise the importance of the railway as a link to the South West and understand the need for it to be resilient I am not convinced (or rather do not have sufficient information to be convinced) that this proposal, with the significant adverse impacts it will have, is the right one.</p>
<p>Taking away such a large part of the beach would not be good for the town. A lot of local people use the beach & it also brings tourists to the area which bolsters the local economy. It would also be a shame to lose so much of the historic wall that Brunel built.</p> <p>Would it not be possible to build some kind of barrier system further out at sea to break up the waves before they hit the coast?</p>
<p>Your canopy over Parson's Tunnel entrance is a structural and especially aesthetic disgrace. A reinforced concrete arch is much better - coloured to match the surrounding stone - or covered in its better to match the surrounding stone - or covered in its better. You need an architect on board.</p>
<p>What will happen if there is strong resistance to these proposals?</p>
<p>Try to make it look nice</p>
<p>Best option available</p>
<p>Really hope these proposals get's the go ahead. I feel it's a vast improvement, it's about time the rest of the town agreed too!</p>
<p>More frequent steps to the beach at Holcombe end, particularly immediately below smugglers lane.</p>
<p>no further comments</p>
<p>Sink a line of old ships a little way out, to break force of waves and provide marine habitat.</p>
<p>Thank you for your efforts.</p>
<p>We support your proposals</p>
<p>Thank you for the chance to view the plans and for the courtesy of your staff.</p>
<p>Please ensure that 'if' cycles are allowed that are kept to 1 path only as they expect pedestrians to move out of their way and it is bad enough with dog walkers using long leads allowing the animals to dominate the path especially those who do it for a living and have several dogs on leads.</p>
<p>I also hope that the Teignmouth sign will be repositioned.</p>

Could there be more sitting areas amongst the rocks at Sprey Point?
Well presented
Could we have some palm trees on the Sprey Point near the chairs?
Keep Salty Dog - and on space nearby put swings and other play things for children.
I rate railway's value to SW far greater than beach at Holcombe
Does it afford the protection of the railway line in storms as much as we would hope? Or will the track still be fairly vulnerable in bad weather?
The need to have an assured route is paramount
Excellent presentation Essential that this section is reinforced before further damage is caused What action is being taken to protect Dawlish?
A railway to/from Exeter to South West Devon is essential for business and the coastal towns.
This project will benefit a great many people in excess of the minority who want to obstruct the essential improvements to our railway.
The Sooner the better!
Though I fully approve proposals I am concerned about what effect they may have on coastal erosion further along the coast.
Please proceed ASAP
When works finish in an area build up the sand on Holcombe and Teignmouth Beaches. Thanks for the chance to see model and talk to the project managers.
Retain the cycle path. Shared paths work well elsewhere
All footpath sections marked clearly as 'Footpath Only'
I believe the plans will enhance the area - Smuggler's Bridge is an eye sore and the sea wall walk is unfit for purpose.
The sooner the better
Visited your consultation in Holbrook community centre. Very impressed with display and information provided by your team
Well presented
The sooner the better with hopefully as many of the shown improvements as possible
They will destroy a much loved piece of coastline and replace with soulless concrete path and hideous rocks.
No further considerations without full coastal erosion/EIR models are done.
The proposals cannot be considered at all, whilst there is no environmental impact report available. The computer models must be completed to even begin to assess the full impact of both the works and future coastal erosion. I was informed this data will not be available until summer at the earliest and will be intrigued to see how the design will impact the tidal movements of sand deposits and the amplified effects of wave energy on the cliffs. Both the works and the after effects could have serious implications on the local fishing/port as well as the obvious downturn in local business for the 4-8 years that the works will take.
Please do not build out on to beach. Please can we not loose spray point. Please be lighter handed
Listen to the people

I think the idea is an awful desecration of our beautiful beach. There must be a better (and cheaper) way to control the cliffs although it does not come down very often, the last time was 6 years ago.

Can you please provide the initial environment impact report which should have been in place before any consultation

NR have a great opportunity here to come up with a world class solution to the sustainability & long term preservation of this this iconic track & embrace environmental concerns as well as local Tourism economy needs & resilience of track & safety , & make this project a window case of British & NR engineering that everyone is proud of but having never undertaken major Coastal projects before & certainly never taken local opinion or any other interests into account before other than their own interest of providing a track for rail operators into account before they seem to out of their comfort zone & unable to accept that them need to seek advice from other who have such expertise , no where else in the world do they deal with coastal roads or rails like the proposed plan presented , to simply say its not our job to build breakwaters shows clearly Network have no understanding of the problems they need to address . Go back to the drawing board NR & seek experts who do understand this problem .

I do not think you should be allowed to go ahead with your plans without an extensive independent survey on the probable outcome of your works on the rest of the front and back beaches.

Finally, do you really think that a man made walk way in any way competes with the natural beauty we currently enjoy?

I feel that all the consultation events provided by network rail have not served to make clear their proposals. There still remain many unanswered questions. The greatest worry remains an environmental one. We do not know what adverse effects such major works will have on the marine environment. This study needs to be done before we can give our blessing to such an undertaking. As well as this, the approach you advocate seems a sledge hammer to crack a nut. Surely recourse to recent history will make clear that the greatest threat to the railway line comes from the sea itself. How can pushing the railway line further out in solve this? This work is unnecessary and amounts to criminal damage to a beautiful part of our coastline.

Concerned about the loss of beach, impact on the environment, sand etc.

Plans use loads of concrete which is not very sustainable and will look harsh and ugly compared to the wall currently there.

I feel more needs to be done to deliver a environmental and aesthetic solution- it could be an amazing design.

More study into building a type of rock fall shelter/ half tunnel so the line can stay where it is.

Concerned that access to the sea wall coastal path and beach will be lost for many years

we need to find a great solution for this wonderful railway and beach combination and in doing so this could attract more users on the railway to see the amazing new environmentally sound solutions.

The new plans are ugly and would never have been built by Brunel.

Q2 is deliberately open to two interpretations. Disingenuous.

Covering the existing tracks & reinforcing the existing wall is the way to go.

It's disgraceful that whilst holding public consultations NR have not yet produced the Environmental study required. I don't feel that I can trust NR to be honest about future findings, they seem to have no respect or empathy for the environment and the potential devastating impact of this project in its current state.

<p>I do feel that the rail line needs to be protected but not to the detriment of the beach/town. I understand that closing the line will be disruptive however avalanche shelters or dealing with the cliff would seem to be the most appropriate options rather than the current plan</p>
<p>The historical aspect needs to be considered as well as impact on how long these changes will take and also how ugly the proposed plans actually are. impact on local environment is too great and long term impact studies are lacking. What does the local community get out of it? we currently have a historic sea wall not ugly gibbons. The fact it is not future proof sea levels are increasing and this proposal only deals with cliff erosion and fails to look at the other difficulties facing the line</p>
<p>The present plans are unsympathetic and are not in keeping with this beautiful section of coastline. The scheme is damaging to the environment and marine life, will destroy Brunel's historic sea wall, the large part of the beach will be lost, and will very likely result in disrupted sand movement and beach levels further down the coastline. The result will be an eyesore and will prevent people from using the area from recreation. We need a complete rethink and an elegant design solution please!</p>
<p>Would like a further consultation once the reviews and reports on the wider environmental impact have been made available.</p>
<p>I am a resident of Devon with family who have lived in Teignmouth for the last 30 years. Members of my family walk on Teignmouth Beach from Eastcliff to Sprey Point or on Holcombe Beach every day, whatever the weather may be. Whenever I visit I join them to walk the dogs on Teignmouth Beach. My family have attended your consultation events in both 2019 and 2020. We have discussed the proposals and I have considered them carefully. I fully endorse the response below which was written by my sister.</p> <p>I am a resident of Teignmouth, and have lived in this area all my life. Members of my family walk on Teignmouth Beach from Eastcliff to Sprey Point or on Holcombe Beach every day, whatever the weather may be. When there is a very low tide we will walk around Sprey Point.</p> <p>I have attended your consultation events in both 2019 and 2020, and read your consultation document with interest and dismay. I have also read the Exeter to Newton Abbot Resilience Geo-Environmental Resilience Study and the West of Exeter Route Resilience Study 2014. I can find no evidence of any consideration of the land or water environment in any of these reports. They all appear to have been written within a Network Rail bubble, as though the railway stands in splendid isolation from the beautiful and fragile Devon landscape within which it lies. There are no financial costs calculated for ecological, bio-diversity or amenity loss. The lack is demonstrated in the Geo-environmental study by a line on Page 5, under 'Phase 1: Baseline understanding' – "Details of the natural and socio-economic environment, which may require consideration during the option development". Given this total lack of consideration it is perhaps not surprising that the preferred options within the current consultation report have potential to cause potentially catastrophic harm to the coast.</p> <p>Although it is not part of the current consultation, I believe that both the West of Exeter Route Resilience Study and the Geo-environmental study should be revisited, with environmental protection as the first, not last consideration. The conclusions must be re-examined within the</p>

context of the current climate and biodiversity emergency, and the incalculable and irreversible damage that will be caused to Holcombe and Teignmouth beaches and the inter-tidal ecology.

They should also be re-examined with the same parameters as HS2. The reports discard all options for a new inland route for the South West as poor value for money, whilst noting that even the most expensive option was estimated at a cost of less per mile than HS2 in 2014, even before the out-of-control spiralling costs of that ecologically damaging project. HS2 has now been re-examined and confirmed, and it would therefore be right to re-examine the possible inland routes in Devon on the same basis.

Incidentally, the geo-resilience report, whilst rating all options apart from strengthening the existing line as 'Poor', rated the option currently promoted as 'To be assessed'. Even then, bias in the decision making process is evident.

During the 2019 consultation, I can recall discussion of all the options for increasing the resilience of the existing line, with moving the railway away from the cliffs being the final option – furthest down the list and given less prominence. The fact that this was already the preferred option was definitely played down.

I would like to make comment now on the current consultation, using the extended report I acquired at a consultation in Holcombe. This report makes assumptions and presents them as facts with no evidence given, and is inconsistent.

Section 1.3.4 This paragraph justifies discarding regrading the cliffs stating that because of the impact on private property, the natural environment and the railway this option was not considered further. This is inconsistent, as the impact on the natural environment by the proposed destruction of the beach is also immense. However, the impact on the railway is less.

Section 1.4 Options considered. I acknowledge that the land take proposed now is less than that proposed in 2016. However, that does not make it an acceptable option. "Not as bad" does not equate to acceptable or good.

Section 1.4 Network Rail undertook an internal Option Selection Workshop. The key to this is that it was an Internal review. Inside the "Network Rail Bubble". There was no challenge back to first principles. Paragraph 1.4.4 contains the sole justification for this scheme – the ability to construct the scheme without significant duration of railway line closures. To achieve this aim, Network Rail is willing to cause irreparable and incalculable harm to the environment of Teignmouth and the South Devon Coast to achieve short-term decreased disruption to rail services.

Section 1.4.5 Discounting other options, specifically incorporating the railway line within a tunnel in a toe buttress at the foot of the cliffs. The reasons for discounting this option, which would not require destroying the beach are "This option would require the line to be closed for a significant period during construction" and "The additional costs and programme implications ... are greater than the proposed works." Network Rail are willing to cause irreparable and incalculable harm to the environment of Teignmouth and the South Devon Coast to save money.

As a slightly lighter comment within this response, I note the care and attention to detail, and the subtle attempt to mislead in section 1.6.2 and 1.6.5. Here the report makes a comparison between a photograph of the existing sea wall and an impression of the proposed sea wall. The photo is taken about half way along Holcombe Beach. The impression is looking from not far beyond Eastcliff Café towards Sprey Point. Figures intended to give a sense of scale are well in the foreground which minimises the effect of the height of the wall. And, strangely, the sand has turned yellow.

Section 1.6.7 This states that the decision for the location and extent of the proposed sea wall is based on maximising retention of the existing beach area. This is evidently only true within the Network Rail Bubble, as enclosing the railway in a tunnel would have retained far more of the beach. Deep dowelling of the entire cliff length rather than just at each end would have retained far more of the beach.

Section 1.7 Land reclamation. The design does not minimise the amount of beach to be lost – Section 1.9.6 states that where it is not possible to provide a buttress then deep dowels will be installed to stabilise the cliff. If deep dowels are an acceptable engineering alternative to buttresses, and if the loss of the beach is to provide land for buttresses, then to minimise the loss of the beach deep dowels could be used. However, going back to earlier comments, this choice is again based on the Network Rail Bubble to minimise the time the railway will be shut rather than minimising impact on the beach and the environment.

Section 1.8.2 This states that the design and construction methodology have been developed to keep the railway operational for much of the construction period. Whereas this should have been developed to minimise the ecological and amenity effect.

Section 1.11 This section ticks all the boxes for an enhanced coast path, with greater disability access (but no cycle route). It completely fails to recognise the ethos of the coastal path, which is to connect with the cliffs, the beaches, and the marine environment. My daughter, who uses an electric wheelchair, absolutely hates this scheme even though it would give her access along the wall, because it will destroy her home.

The arrangement at Smugglers Lane for disabled access again ticks the boxes, however fails to appreciate that the only way any disabled person would reach this point would be by car. The lane is too steep for mobility scooters or powered wheelchairs. At a time of climate emergency this is encouraging additional vehicle use.

Section 1.12 It is disingenuous to state that the new coast path will not extend any further out than the current extent of Sprey Point. Although technically true this is trying to divert attention from the huge damage which will be caused by the revetment 750m long and extending out a further 28.4m.

Sprey Point is currently an area of grass and scrub. Historically it has had little care and attention to enhance the amenity value. However, is it really necessary to replace this with a 15m wide concrete desert? Presumably this is because after hosting a concrete batching plant for years during construction this area will be too contaminated for any other solution.

Section 1.13 This section demonstrates how the Network Rail Bubble has approached this scheme with entirely the wrong ethos. This should read that the proposed development has at

its core the best decision making to minimise the detrimental effects the scheme will have, not an investigation to mitigate harm after it has occurred.

Construction

This phase is likely to have considerable adverse impact on the town of Teignmouth, its amenity and its tourism offer. There are serious risks of water pollution, noise pollution, vibration, air pollution, and loss of access for three years. Given the prevailing conditions, siting a concrete batching plant on Sprey Point carried considerable risks. Incalculable damage will be caused by creating the revetment by digging up from the seabed with a backhoe dredger.

The ecological impact of constructing a jetty (not mentioned in the report) has not been examined.

There is no evidence in any of the reports that a financial value has been assigned to the potential damage to Teignmouth as a town, or that this has been taken into consideration.

3. Environmental Impact Assessment.

This is another situation where the whole methodology used by Network Rail is wrong. The impact on the Environment should be the first consideration when taking the decisions about what form the proposed development should take. It should not be the last consideration. The EIA should also have formed part of this Consultation.

There are important areas that have been scoped out of the EIA as commissioned:

Operational impacts on water quality – highly important in a marine environment

Operational vibration

Operational impacts on greenhouse gases, particularly as this stretch of line is unlikely to be electrified for decades.

It is essential that the EIA when presented it is subjected to rigorous scrutiny independent of Network Rail.

It is also relevant that there is no knowledge of how the changes to the beach and Sprey Point will affect littoral drift, wave patterns, and movement of sand along the coast. This scheme could have disastrous unintended consequences.

4 Public Consultation

It is little surprise that the majority of people who do not support the proposals are those who will be directly affected by them. People who live away from Teignmouth will look at how the scheme affects them – what will minimise the length of time the railway will be shut. The destruction of a beautiful place will mean much less.

In concluding my objection to Network Rail's proposals I acknowledge that I am biased. I am biased in that I do not want the beautiful environment and ecology of my home to be destroyed. I do not want to lose a marvel of Victorian engineering, which with adequate on-going maintenance could continue to stand for another 150 years if protected from extreme wave damage (option discarded by Network Rail). I do not want to lose access to a beach which I know and love, and which my family visit every day. The claims of how much beach will remain are disingenuously over estimated when taking into account tides and sand levels.

And finally, this wall is UGLY. It is a brutalist and charmless monstrosity in an ugly material. In a place of red sand and cliffs, blue waves and curves and whorls, movement of water and light, it is an enormous grey angular intrusion with no redeeming features.

If you stabilised the cliffs with a more technical solution instead of moving line out to sea win win solution. Do you realise (I doubt it) how much damaged you are going to do the ecosystem around this ludicrous scheme ...of all the sealife etc. that no doubt will be killed. It seems that you have made your mind and are not that interested in what the local's plus every one who love our beach want. When and if build the port will eventually silt up with the shifting sands ,jobs lost etc.etc. You must think more about the economy of Teignmouth instead of this plan. Sea rising big storms will still effect the trains so no gain by putting it out to sea .

There must be other options to consider. Full independent surveys must be undertaken. To reclaim any of the beach and cover it with concrete is truly unacceptable.....

The beaches must be retained for enjoyment of locals & visitors. View from the trains should be maintained - one of best scenic railways in country.

The technical arguments on both sides are complex and not easy to understand but ultimately, the loss of so much of the area concerned is impossible to accept. We are a small town and the changes involved would be devastating on many levels. Teignmouth's problems seem to be constantly likened to those experienced by Dawlish which I feel is misleading since they are very different. We need to safeguard our railway link but the destruction of so much is too high a price to pay.

This work will have a major impact on the town for years to come.

Proposals would destroy the beach amenity at Holcombe and Teignmouth.

The sea wall is a listed structure and should be preserved.

Far to much, too much money, time, impact. not necessary for only 1 rockfall, too much concrete, keep spray point

Any structural engineer in this field will tell you that the butressing works are temporary - lasting only as long as the cliff does not move substantially.

<p>The inland route Exeter-Okehampton-Tavistock-Plymouth will have less environmental impact and is future proofed whatever happens to rising sea levels</p>
<p>Reroute the line inland would be my preference. If not, please preserve Brunel's wall do not use concrete. Fully consider impact on environment. Rock revetments much too long and very ugly. Too much beach is lost. Use current netting on cliffs not buttresses More points of access to sea for swimmers Swimming platforms for use at high tide Cycle path along wall not inland Much too long construction period Please do not do this!</p>
<p>The current plan will be hugely damaging to the environment, leisure, tourism, local sports clubs and businesses.</p>
<p>With predicted sea level rises and more frequent storms i fail to see how the proposals will improve the resilience of the railway. Yes threat from rockfall will be reduced but threat from sea levels and storm damage will be increased. Network Rail are wasting public funds by proceeding with this scheme.</p>
<p>The current proposals will destroy Brunel's historic sea wall and the beautiful, unspoilt beach. As a town we rely on tourism and the current proposals are completely unsympathetic and will be an eyesore. Closing this section of the wall for 8 years will have a devastating effect on tourism and the quality of the sea water - our blue flag status is a huge selling point for the town. My children will be adults by the time the proposed work is completed - you will have stolen the chance for them to grow up enjoying this section of the beach. We can never get that back.</p>
<p>Please do not do this it will be so depressing for local people and am already falling to pieces just thinking about it.</p>
<p>This plan will destroy Teignmouth. Please think of a better solution. How can this be environmentally friendly ?</p>
<p>I am very disappointed in the deceitful way in which you have chosen to show the revised plans and their impact on Holcombe Beach, by using the Mean Low Tide line. It would have been much more truthful (and of course revealing) to use Mean Mid Tide line. This would almost certainly show that Holcombe Beach will be decimated by this proposal, and the added amenity value of the changes you propose to the walkway itself will be completely negated by the loss of the beach. You don't do yourselves any favours by this sort of dishonesty.</p>
<p>Want to keep our beach. Please think again!</p>
<p>Save our beach - paramount</p>
<p>This is a disgrace. Totally against the beautiful environment.</p>
<p>Work on cliffs - not the beach - take gardens above cliffs. Removal of beach will upset sand distribution along the coast - model it and show results</p>
<p>Proposals are very brutal and the proposed structure is ugly. As this new structure should last for years it needs to be as attractive as possible.</p>

<p>These plans are too brutal, ugly and have not been given enough thought. There has been no impact survey done, marine ecosystems and fisheries will be ruined, the visual beauty of the amber coast will be destroyed. Brunel's wall, a feat of Victorian engineering will be buried forever. I urge you to look at alternatives. Cost savings should not be the first consideration. Bin HS2 and spend it here instead!!</p>
<p>Same as above - your model should have shown loss of beach at "high tide"</p>
<p>The proposals and consultation do not address how the preferred solution has been arrived at with no EIA. Surely that is fundamental to deciding if the proposal is a viable option.</p>
<p>It seems totally senseless to put the line out to sea and lose Brunel's wall.</p>
<p>Where the Teignmouth sign is could you make it with a flower bed, as mum had her ashes scattered there and a lot of people put flowers there to remember loved ones. It is upsetting to think that this will be dug up.</p>
<p>The consultation document is inaccurate and misleading. It is fraudulent to make the statement that 43 % were for and 43 % against your proposals, based on your survey questions. It is impossible to generate that result from the questions. I can see it comes from, 'Do you agree with Network Rail's plans to improve resilience of the railway between Parsons Tunnel and Teignmouth?', which is expanded in the longer document. However, agreeing with NR's plans to improve resilience, is not the same as agreeing with this proposal. The questionnaire is inadequate.</p> <p>I wish the people working for NR would use a bit of compassion, and think about how they may feel if something that they loved was taken away from them, without properly considering other options, arguing that 'amenities' are going to be created, that the local economy will be positively impacted on (when it is likely to be damaged considerably), not adequately considering the environment or the impacts on climate change, when there is only evidence to suggest that this section of line has been closed due to land slip only once, where there is evidence to suggest that rockfall shelters may work, where contractors are not 'experts' in this field at all... It is a very sad thing you are doing to people you consider to be strangers and irrelevant.</p> <p>Your representatives have said they will publish the loss of the beach in fliers, but again, the leaflets only talk about 'rail resilience'. There does not seem to be a commitment to meaningful consultation, but to the bare bones of what may pass. People at the consultations regularly contradict their colleagues, and themselves!</p>
<p>The model doesn't give an accurate plan of how the new plans will take up all the beach. There is no timeline to show how this will work and the impact of the plans on the environment, housing, tourism etc - please think of other alternatives - we love our beach.</p>
<p>It's horrific</p>
<p>I do not support these plans. I support the railway though, and agree it needs to be resilient, but these plans are not the answer. I urge you to consider more sympathetic plans that leave the beaches in tact. The plan at the end of Smuggler's Lane is particularly hideous as seen in your model. I moved to the area because of the beaches and do not like these plans one bit nor want house prices in the area to fall.</p>
<p>Please stop. This is wanton vandalism.</p>
<p>No they are not worth commenting on as they are so ludicrous</p>

<p>THE CO2 impact should be readily available and taken into account when considering this proposal. Just yesterday the third Heathrow runway was overturned as it didn't take into account the UK's commitments to the Paris climate agreement of net zero carbon by 2050. The Proposal has a huge amount of concrete & infill involved, and a lot of carbon emissions with the constant bringing of materials from the Isle of Wight to Teignmouth. I believe this proposal must be independently reviewed.</p>
<p>The inhabitants of Teignmouth have huge reservations when they envisage the eight years or so of construction. This will mean closing the beach and the present walkways and bringing sludge & dirty bathing waters & cement pollution not only to the stretch of beach but also the other main beaches in Teignmouth. This could destroy not only the holiday trade but the peaceful & tranquil use and enjoyment by hundreds of inhabitants and local visitors, and robbing the town of the essence of its character.</p>
<p>Loss of ancient marine habitat, intertidal sections, bird nesting sites plus their foraging places, can never be replaced by newly created sites.</p>
<p>The last thing that does not seem to matter to network rail is the destruction of this historical section of the railway, built by one of the leading engineers Brunel, which would have been already protected had we realised what network rail had in mind.</p>
<p>Very bad consultation by NR. Poor designs and no supporting information. False modelling not to scale which is misleading. No real enhancement to local amenities for the local community.</p>
<p>Awful consultation by NR. Completely misleading and false information plus lack of knowledge.</p>
<p>These works will not only negatively affect the town of Teignmouth, but are unsightly and unimaginative. Destroying such a large area of our beach just cannot be allowed to happen.</p>
<p>An alternative inland route should be given serious consideration, keeping the Teignmouth line as a branch line, as the Exmouth line successfully operates. Connectivity for Cornwall and Devon on the fast trains could be maintained on an inland route. The Government bailed out Flybe for this reason. A re-assessment of long-term and comparative funding should be done. The branch line would offer good local connections for work, schools and visitors and connections to the main line. Heritage trains could help with business and tourism, as in the Swanage/Corfe Castle line.</p>
<p>Proposed cost £250m + HS2 Inflation = £500m</p> <p>To stabilise wall £32m + HS2 Inflation = £64m</p> <p>To stabilise cliffs £123m + HS2 Inflation = £246m</p> <p>Saving £190m to be used for the delight of all</p>
<p>I do not think they are very well thought out, it is such an awfully damaging plan for the resort that the tourist trade will dry up.</p>
<p>It seems ridiculous to be taking so much of the beach away from us. Spending so much time and money over one event from 2014.</p>

<p>No impact assessment on change of coastal area to surrounding beaches. poor consultation. Protect existing beach and wall!</p>
<p>don't make it ugly. Also your consultation information juxtaposed each other. It said you'd keep the teignmouth sign in one part and we'd get a new one somewhere else , sort it out Also you need to make your model show high tide as well. It was a dirty trick showing it a low tide, your showing us beach that isn't even there</p>
<p>Be more honest with everyone. Consultation should give options not just one. You need to listen to everyone and tell us why you HAVE to take our beach.</p>
<p>I do recognise that maintaining the railway is important but more important to myself, my friends, family and the community members I speak to is not losing the beach from teignmouth to parsons tunnel - particularly up to spreyc point. The beach we have at Teignmouth is vital to our community and tourism and removing and reducing it is a terrible thing. Please rethink your plans. There must be another way. I also hate the look of the solution (seems like a pile of rocks just dumped onto the beach). I visit this beach weekly. I grew up in Teignmouth and although I live in Newton Abbot now I visit regularly to see friends and family and use the beach for family walks and a swim. The beach you are removing is the best bit of Teignmouth beach. Tucked away more from the holidaymakers - is our locals beach! Please please rethink. Am really unhappy.</p>
<p>This wall has been in existence since 1845/6 with very few alterations. The last cliff fall was in 2014 and closures of this section are usually very infrequent.</p> <p>This approach/proposal is a sledgehammer to crack a nut in response to political pressure when the line was last closed, primarily due to the very visual pictures of line closure at Dawlish - 3 miles away.</p> <p>Please reconsider this expensive and disruptive waste of time and money, when only minor amendments are required to the current line at Teignmouth and Holcombe.</p> <p>We are likely to lose our blue flag bathing water status and endure years of works for little net benefit, but lose millions of £s of money into the local economy and businesses as a result of this proposal.</p>
<p>Please re visit ideas that you have previously dismissed. You are looking for a quick fix and this is not the best long term plan for anyone, including railway users.</p>
<p>Please for the love of god rethink these horrid concrete plans and find a better solution</p>
<p>Stop your current farce of a "plan" and reconsider the future of the line and the impact it would have on...marine life, the sands, the docks, and the people and businesses in Teignmouth! And where is the environmental report? ...not ready yet...ludicrous, maybe criminal, to proceed without know answers to all the questions this raises.</p>

<p>Please can Network Rail give clearer indication of just how much beach will remain on the revised plans? It is very confusing, and open to numerous interpretations from other parties. For example, the Save Teignmouth Beach group have used NW 's measurements and taken photos that seem to indicate that the concrete will still cover most of the beach except at low tide. Can NW rail perhaps put out some actual markers down on the beach so we can clearly see what is planned? Personally, I could live with more concrete, if it meant a good part of beach still accessible. However, would like to stress that I believe this is a huge loss to the town and will mean the loss of hundreds of visitors who love this part of the beach.</p>
<p>Listen to the people of teignmouth! You may have to spend more money to get it right but more money can be earned. If you go ahead with the plans, this can never be undone</p>
<p>The work needs to be more sympathetic to people and the environment preserving both the beach and the sea wall</p>
<p>Problems with the rail tend to be at Dawlish not Teignmouth! The occasional problem on Teignmouth side near the sea is due to bad weather and the waves, stones hitting the train not sure how moving the line nearer the sea is going to help. A wider walk way is not needed. Money was already spent on using netting to reduce rock fall onto the line.</p>
<p>Throw away the plans and start again - this is making too much of a job over something that could surely be rectified in a simple and less costly way.</p>
<p>the word resilience doesn't start to cover the scope here, let's start being more open & realistic</p>
<p>I want to know how the displaced water would effect . The Teign . Dawlish and The Warren.</p>
<p>Leave the beach #saveteignmouthbeach</p>
<p>With the new proposals people will get trapped on beach as only one point of access</p>
<p>The amount of beach available at Holcombe is of prime importance, don't like wall where viaduct is or ramps up and down.</p>
<p>Rock shelters Man made reef</p>
<p>The current plans are injurious to the town and should be scrapped.</p>
<p>Thank you for inviting the comments of us locals. Many people are still vague or unaware of Network Rail's plans, especially if they are not internet users. Would a maildrop be a possible extension to your publicity?</p>
<p>You need to be far more creative in coming up with a solution that better balances engineering needs with environmental compatibility.</p>
<p>I love Brunel's wall and steps and these should be protected</p>
<p>The proposals are not transparent with respect to exactly how much actual beach will be available at low tide - not a lot it would seem as you seem to be avoiding providing this information like the plague. Despite my misgivings I do not believe the works would have a negative impact on Teignmouth with respect to visitor numbers.</p>
<p>Yes but as above, not enough room.</p>
<p>I think the model is misleading as in the amount of beach shown and height of the wall. Why is there not an image of the scheme at different tides? I realise this development is primarily to protect the railway from cliff fall - but the impact of the sea at high tide and certain winds cannot be ignored.</p>

<p>Better than anticipated. Need to compensate loss of beach with increased footpaths/amenity areas and rewilding. Reassurance that existing wildlife habitats will be protected/replaced.</p>
<p>Please keep beach loss to a minimum and minimise the area that is inaccessible to the public during any work.</p>
<p>The construction period will be long, I understand 2 years for the new wall to be built and back filled and 5 years for the cliff stabilisation works. Please can you provide some public visits to the construction site. This should include a consideration of how to involve the local school children and perhaps Exeter Construction College with opportunities to visit a construction site and also meet the people working there. This could be perhaps with open day events (similar to these consultation events), school visits or involvement with local events such as carnival week on the Den. Local groups such as scouts, guides would also be interested in visits to the site and from the workers.</p>
<p>Local groups could also be involved in the design of art work to go along the railway and along the new seawall, perhaps TAAG could get involved as well as school groups.</p>
<p>Where is the study into the environmental impact of these works? How can you hold any meaningful consultations without this?</p>
<p>Vital to restore and promote new growth and ecological habitats native to area</p>
<p>You have only shown low tide what about high spring tides</p>
<p>Why use dark grey when everything else is red</p>
<p>The brutal 28.4m revetment needs to be better explained. Currently shown as low hazard area but in reality a catastrophic event if occurred. This is a big issue as an eyesore and pinching the beach.</p>
<p>Most objectors seem to be concerned with the possible loss of beach in the spray point area. It might be a good idea to put more time and effort into understanding what form the beach will take once the work is completed. Will the revetment cut off full access to the Holcombe end of the beach at all states of the tide ?</p>
<p>There has been an improvement in the designs but still ideas that could be incorporated. Please don't lose the TEIGNMOUTH sign and re position it where it remains accessible for iconic family photos.</p>
<p>Please take notice of public concern. The holiday market will dissipate over 8 years. No help to the town and community.</p>
<p>Don't forget the wildlife, especially pair of peregrine falcons on Holcombe Headland who use the cliffs between Teignmouth and Holcombe to hunt</p>
<p>network rail need urgently to find another way to save our beautiful beach. it is unthinkable that concrete is going to be poured over it.</p>
<p>If we lose the beach replacement has to be as good as walking on the beach, having natural things to see and pick up etc. Needs to be greener - good for graffiti in present proposal will probably kill Teignmouth.</p>

I am concerned by how much beach will be lost, both length and width. If the primary motivation for these plans is reducing landslip risk, why is the revetment so extensive? Could the new wall instead be protected from the sea by other means, such as off-shore reefs?

Also, there seems to have been no assessment yet of the knock-on impacts on the rest of the beach through long-term movement of sand. Will there be a further consultation when these impacts are better understood?

Appreciate the complex problem of the cliff - could a drainage scheme along the top and planting through the netting be a low-tech solution?

Too big