

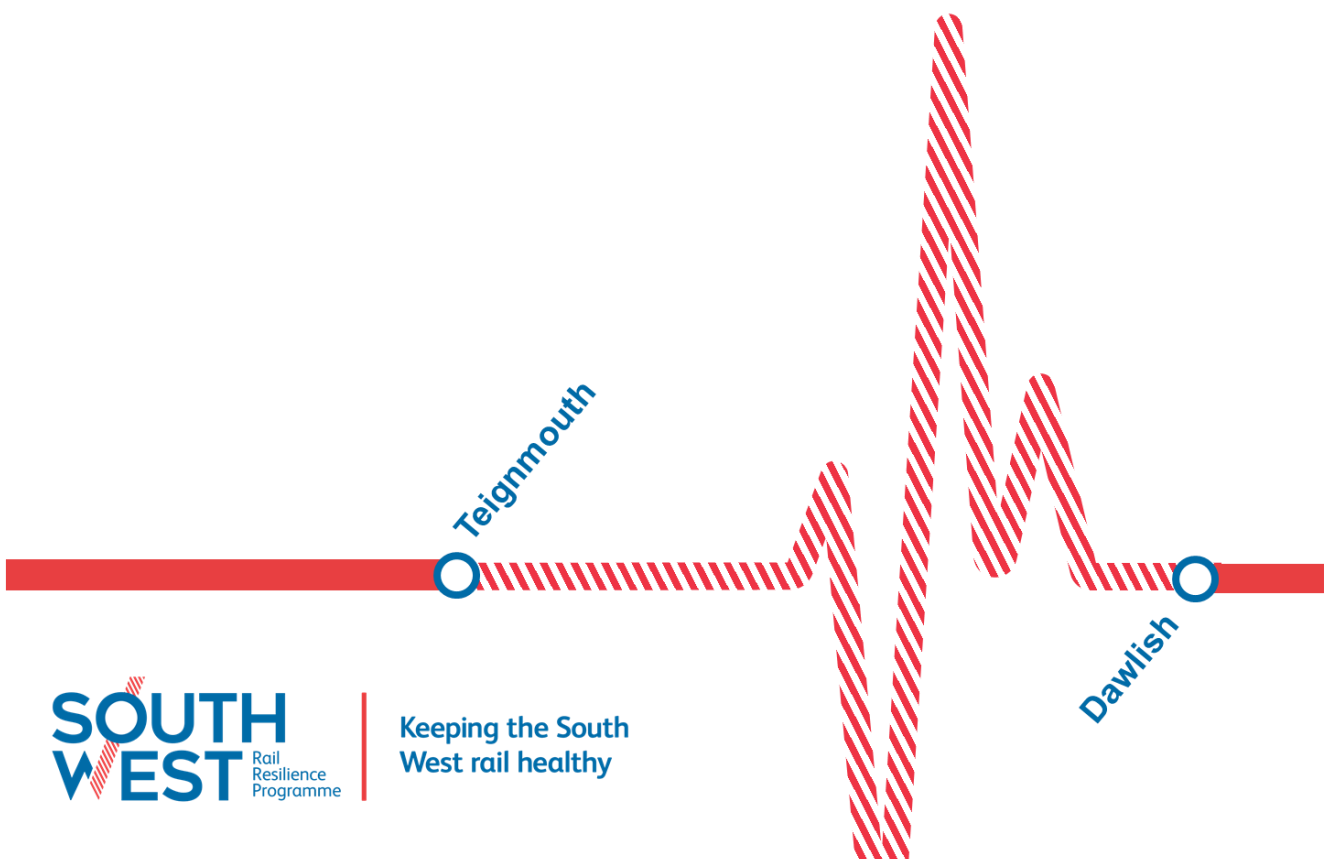
Parson's Tunnel to Teignmouth Resilience Project

Public consultation 20 January – 1 March 2020

How could the plans be improved?

These are public responses to the question 'How could the plans be improved?' 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.



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| How could the plans be improved? |
| Extend for whole line exposed to sea. Make it more long term not just 20/30 years |
| Include a proper coastal cycle way and route here - not one nearby! |
| The entrance to the mouth of tunnel could be more in keeping with surroundings |
| I think the consultations have been very informative and all my questions were answered and I am looking forward to the scheme |
| Not sure of the entrance to the tunnel but appreciate its use |
| They are excellent |
| Quick construction to prevent further disruption. |
| They look well thought out - so fine |
| Do them ASAP |
| Make a breakwater in rocks in addition to these latest plans |
| By making the cliffs more secure - e.g. wire netting. |
| It is obvious that the coastal path is a very well used and much loved amenity in the area. However, I cannot support the creation of new paths as a means to an end in creating a newly aligned railway, especially as it means that the existing walkway will be out of use for a minimum of eight years. |
| The vast waste of money that these ideas contemplates is not necessary or proper. Interference with rail services is occasional and immaterial. The cost and massivel over-engineering is typical of the culture of waste that Railtrack breeds. |
| More attention to wildlife and biodiversity on the shore side. |
| Would prefer an avoiding rail line was proposed inland |
| Putting in a diversion route inland for use during exceptional circumstances |
| Bins for dog mess + litter? |
| Electrification of the whole route |
| Think you have the best option available, to me this works in the interst of commuters and the town. |
| Concerned about how resilient each end of the scheme is - is potential for line closures overcome? |
| Stick with plans to NOT include a cycle path as too dangerous |
| Partly send the train through a tunnel (or semi tunnel) |
| Trains may be vulnerable to sea damage |
| Cycle path at Rail level, but not essential - Railway strength priority |
| Get on with the work |
| Model brings it to life. Good to see beach retained at Holcombe and Teignmouth ends |
| The path up from Holcombe café onto the wall goes through a deep/dark passage way under the bridge then up. This needs to be inviting rather than irksome + dark. |
| Alternative would be to leave the tracks as at present and create a tunnel over the top. This could be achieved by using precast sections, then backfilling to the unstable cliff. Although this means loss of views from the train the beach would be retained. I can find no reference to this option being looked at. |
| Inland route much better option in long term |
| Putting in a relief line away from the coast |
| Link a path directly to Teignmouth station to encourage visitors to travel to the beach and coastal path by train. |

It has only recently come to my attention that Network Rail is considering a major reconstruction of the sea wall between Teignmouth and Parson's Tunnel as a means of mitigating the possibility of a major land slip of the cliffs in the area. Following the collapse of the sea wall at Dawlish in February 2014, Network Rail was instructed to undertake its "West of Exeter Route Resilience Study". The study examined the possibility of reinstating or creating alternative routes between Plymouth and Exeter. Have the findings of that study been re-examined in the light of further evidence of the effects of Climate Change becoming apparent and compared with the feasibility and cost of the current proposal?

The estimate for the reinstatement of the Bere Alston to Oakhampton was reported at circa £850m in 2014. This figure included a 66 % contingency. How does this compare with the estimate of the cost of building the proposal for Teignmouth? I have been unable to find a figure for that.

There is an increasing need of providing alternative means of transport to the use of private motor vehicles whether they be petrol or diesel driven or electric. Re-establishing the Plymouth-Oakhampton route would surely bring multiple strategic, financial, economic and social benefits to that corridor. I find it hard to believe that the BCR for Route A (i.e. Bere Alston to Oakhampton) was assessed at a ridiculously low level of 0.14. This is a figure which is eminently challengeable I would suggest, especially if strategic factors are taken into account properly. An issue, which is rarely taken into account, is the extra over cost of undertaking work on an operational railway. What would the cost of the proposal at Teignmouth be if, prior to the works being undertaken, a permanent diversionary route had been established so that work on the sea wall could be undertaken either during planned favourable conditions or as a response to a disruptive land slide, which incidentally may not happen for years to come?

The political, social and economic climate have changed since 2014. Cornwall's population is expanding thus increasing its dependence 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. Once re-established management and maintenance of the whole of the coastal section of the Great Western Mainline would become much easier and probably avoid the need altogether for the current proposal which requires creating new infrastructure in a very hostile environment.

Leisure paths around my area have simply tarmacked over the countryside making the area feel like an urban leisure facility. Honestly the problem is not solely the loss of the beach but the incredible ugliness of every part of the design which destroys anything natural about the landscape. The great protective lump in no way mimics nature. All the long sloping ramps just add to the concrete wasteland. All the leisure intrusions compound the mess. No-one will enjoy the sight of this devastated coastline, so coastal paths and amenities seem comically pointless as well as adding to the ugliness.

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

Benches for people to sit on?

Cover from weather (refuges)

Groins put in place to ensure on-shore drift is controlled along the Holcombe part of the beach. Your model showed a fairly level area on the cliffs about half the height of the main cliff near to Sprey Point. This area could be enlarged to provide an emergency helicopter landing place for the air-ambulance, with link paths to both the seawall and cliff walk.

Given the average age of the local walking population this would provide an additional way linking both walks and also help with any necessary lineside work that your people may require as on-going maintenance.

Incorporate more of the existing features, ie detailed natural stone steps, up from Smugglers lane to the existing walkway, curved stones around the top of Sprey Point itself. Yes build round it but protect the structure that is there now, all the old stone steps down onto the beaches. Even if you have to

move it all to a new location.
Use stone of the same colour not grey please! Not too much concrete.

Engineer a solution to retain the open arched bridge to the beach at Holcombe Point.

The new sea wall facing needs some thought so it is attractive. The Smugglers Lane end also seems awkward.

The addition of a cycle path would be a huge improvement. Also allow public access to all the footpaths on the landward side of the railway instead of maintenance access only as at present.

Cycle provision.

The current route between Dawlish Teignmouth and Newton Abbot on the main road is dangerous for cyclists and thus car drivers too.

The huge beneficial impact on the environment of providing safe non main road routes for cyclists is proven and essential in today's climate. Cycle routes improve and bolster tourism, a vital resource in this area, and improve physical health of an individual reducing costs to NHS. Off road cycle routes encourage green commuting.

Cyclists will wait too long for an alternative to be created. This needs to be added back into the plan as a shared use path akin to the Dawlish Warren to Starcross stretch.

Taking away the shared provision will mean cyclists may be tempted to use it anyway at risk of pedestrians and bad feeling between users.

Work with Devon county council to make this a dual use pedestrian and cycle route

In addition look at opening up the higher level path that is currently earmarked for maintenance and inspections to public access

It's great to see that Network Rail has reconsidered it's original plans because of the result of earlier consultations, however more of the beach could be saved if the cliffs were regraded along those sections of the project where it is currently proposed to take the wall further seaward. These particular sections of the cliff have few, if any, residents.

Whilst the revised designs do include some steps to the beach, more would improve the design. Having a cycle path is also vital as increasing numbers of people, like myself, are trying to reduce car usage and use bikes.

I think the line at Dawlish is more vulnerable. Concerned about environmental impact. How is building the cliff buttresses from the low sea bed environmentally sound?

We do not need new paths. We need to keep the amenities that are already there. Namely the BEACH. The beach is THE most important amenity for our physical health, mental welfare and enjoyment.

By looking at all the options available and not taking the easy/cheapest/less disruptive option. Using local materials for the construction

By finding another way to protect the sea wall. The brunel railway is a pivotal part of teignmouth. I like the idea of large boulders in front of the sea wall

Use less beach

By building a viaduct and planting 1000 evergreen trees on soil based areas.

Facilities for cyclists. If the work is required, I believe a more aesthetically pleasing scheme could be designed. I think what is proposed will look very ugly and as the environmental impact assessment has not been published it is not known what the impact will be on beaches, water quality, wildlife, and the local economy both while the work is being undertaken and after its completion.

Cycle paths

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| We need a railway line that is not going to stop every time the sea get rough but we also live our costal walk could the wall not be built up to protect the line or a tunnel running along the line |
| Working well with the difficult environment! |
| Better access to the beach at the bottom of Smuggler's Lane |
| Consider utilising wave power to create energy when building revetment. |
| The current proposals are well thought through |
| Latest plan looks a brilliant compromise. Well done! |
| Studies need to be done for environmental impact. Work with local campaign for solution. |
| A little café half way along! |
| like it as per model today |
| like the plans as is |
| Looks wonderful - please build it |
| Wonderful plan can't wait to see it built |
| No, I do not support NEW engineered amenities. Rather, the existing amenities must be maintained. The fundemantal path/amenity to be maintained in this case is the beach and the current access points from the from the seawall. |
| Plans could be improved by concentrating on the rocks that are ear marked as red... And leaving everything else The tunnel yes the rest of the concrete no... |
| By leaving it as it is!! No need to pour tons of concrete all over the beach at Teignmouth! Just make the cliffs safer, there are ways of doing this without destroying this beautiful area!! 😊 and your model is totally misleading about how much beach would be left! 😊 |
| Teignmouth relies on tourism, of which the main attraction is our beautiful beach, promenade and coastal walk. The revised Network Rail plans for the walkway are truly shocking and will destroy what is now a picturesque and well-used path. The mental health and wellbeing benefits of green and blue space are well evidenced, concrete jungles are not. |
| Yes to a cycle path/better coastal path but not so it looks like the M4 - full of concrete! |
| Scale back: put trains cliffside - people seaside. We want to be part of beach/sea not spectators from afar. |
| Address the cause - not the symptoms. Fix the cliffs not move the line Put in a breakwater |
| Don't build on the beach and keep the current sea wall which currently has a footpath. |
| Reinforce the cliffs and leave beach alone |
| You are just ruining what we have already and are certainly not adding amenities. Brunel created an iconic line which NR are proposing to desicrate. |
| Address the problem of the cliffs - not avoid it by moving the line. Your plans are terrible and I'll conceived. You have told lies at the "consultations" |

I feel that these plans will cause more problems than solutions. Moving the line away from the cliffs to protect against landslides will put a similar wall defence more in the firing line of the ferocity of the sea. Sprey point is constantly being repaired as it takes more battering than the rest of the wall as its further out to sea. Rather than building a defence against the sea could this not be an opportunity to enhance the area and use the power of the sea. I am no engineer but have travelled extensively and travelled on many iconic railways, many built on arch like structures spanning valleys, crossing rivers and traversing cliffs. All becoming attractions and improving the area. So my question, is it not possible to build a arch/viaduct/ bridge type structure that would let the power of the sea pass through it, even using that power to produce electricity. The resulting rail line would become a place to visit, a rail line people would talk about, a rail line that would increase tourism to the area rather than turn them away.

Higher barriers at the new Sprey Point but with visibility thereby obviating the need for a revetment

Totally scaling down, positioning of rocks at base of wall would be enough

Viaduct across the water or avalanche shelters.

I'm writing regarding the plans to redirect the train tracks across a new sea wall between Teignmouth and Holcombe. I moved to Teignmouth in May 2019, after 25 years living and working in my favourite city London. This small coastal town is beautiful, the people friendly and I want this town to Continue to develop and grow. I'm not a retiree, I'm forward thinking and plan on making a business here, putting down new roots. My family will travel to visit from London by train.

My feeling when I initially saw the "Save our Beach" signs were, well this could be a good thing. However after seeing the human chain on Saturday 8th March and the plans at the Pavilion on Monday 10th March. I can't stress enough that this is a disaster waiting to happen!

These are my very serious concerns;

The Health and safety for my own family and others using the future planned train line. They will be at risk from flying stones, some very large stones will hit at force the trains. Also large branches and tree trunks as big at 16feet being tossed by the sea at the trains and the tracks at a average high tide. Let alone a stormy high tide. Moving the track into the sea is catastrophic. I love walking my dog along this beach as the tide ebbs away leaving a few precious hours to enjoy this long beach walk. Back to my point, I've witness the power of the sea over the last 10 months. I have seen some of the damage in my short time living here. If I was the train driver or a passenger I wouldn't feel safe. The sea holds power and it's force will stop the trains running. This will not improve the service. Why fight the force of the sea?

As a walker along this beach, what will happen if the scheme is built, the tide will roll out, families, teenagers, visitors will walk along this beach. At the moment there are several ways off the beach to the high path. In the new scheme how will people be safe when using this long stretch of beach when the tide turns there will be a lot less me to get to safety. When they can't return the way they came as the sea and tide has risen. What will happen then, how will they escape off this long coast line and be safe? The elderly the disabled the young. What plans are in place to stop this life or death situation?

What is gained transforming a historic coastal path into a very ugly concrete wall. It is terrifying that this will be our new monster wall. Brutal and potentially very dangerous. Environmentally damaging and our shore line will be changed for the worse in mine and so many other opinions.

For the safety of passengers, beach users this plan is a disaster waiting to happen. When the force of Mother Nature will take lives. For the beauty of what we currently have, this should not be lost. For the

railway to move into the beach and sea is absolutely ridiculous. The scheme is ugly and brutal. And then what, you turf over where the old railway tracks used to be and give us a series of paths that oh wait for it..... over look the yes you guessed it "the rail way" What joy that will bring a bloody awful railway walk. Not the sea walk we have now.

I await our reply to the serious points I have raised. I hopeful that your reply will not be computer generated.

Remove the proposed rock revetment and replace with a wave return wall like at Dawlish. If true to their statements then the latest plans mean the new path and wall will not extend beyond the maximum width currently at Spray Point.

Therefore removing the rock revetment will allow people continued access along the entire stretch of beach between Teignmouth and Holcombe during the lowest tides, making a massive difference to many lives. It will also substantially reduce the carbon footprint, and the impact to tidal sediment movements and adjacent beaches.

A number of Network Rail Engineers tried to tell me that the beach does not extend past spray point and therefore the proposed rock revetment made no difference to beach availability. This simply isn't true. See the many photos available of people walking and photographing on the beach beyond Spray Point. The engineers must not be referring to the lowest tide positions, or have made an error.

It would be highly desirable to further limit the affected length of track moved out to sea, such as to the red sections highlighted on the Network Rail risk profile. Is the impact and expected frequency of future land slips really so high as to justify the cost, disruption to service, loss of beach and environmental impact proposed by the new developments? Would preventative measures to improve drainage and pinning sufficiently reduce this risk, combined with a management response plan to clear debris and arrange alternative bus connections if/when future land slips occur?

If land slip risk could be sufficiently mitigated and managed then it would only be necessary to strengthen and improve the existing wall and substantially reduce the costs and impact to environment and beach users.

The plans must be revised and some inspiration from abroad must be taken. It is not acceptable to destroy the beach and maritime life this way.

You must rethink your plan to take so much of the beach. That beach is vital to Teignmouth & Holcombe. If you are going to tier the cliff for the aspect of safety, I believe that by reinforcing the wall out by just 5 feet onto the beach would be sufficient. You could do this by using the same natural stone that Brunel used. I DONT WANT TO LOOSE MY BEACH FOR THE SAKE OF A FEW AMENITIES. I've lived in Holcombe for 50 years now & walk the wall every day with my dog. Leave the shoreline as natural as possible. Don't spoil it by overdevelopment.

However, I strongly oppose Network Rail's current path way plans

I believe there are options to these proposals. Destroying Brunel's work is wrong when there is an alternative that does not condemn this beautiful area and our home. Please listen to the people of this town and to the qualified marine engineers who have identified alternative measures, that will not cost half a billion pounds and will not destroy our existing beach and threaten the mouth of the Teign. 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.

Of course the railway line needs to be made more resilient, I love the railway, I use the railway. The route is unique and work could and should be carried out on the cliffs without the proposed catastrophic losses. Network Rail only has to 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. How on earth could you possibly contemplate this destruction. - Look further and see our town after eight years of building sites and loss of resort. Do you really think we can survive that?

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.

Minimal possible loss to the beaches and disruption from building work would be much better all with minimal impact to the environment. Or just move the line inland. The sea is relentless and whatever is put in place is going to struggle with the environmental conditions.

Brunel's wall should be kept and updated in keeping, a walkway should be kept but not at the expense of the beach.

Move railway back into cliff or build tunnel

No real need for a raised inland path if the existing seaward path is being retained and widened.

If inland path is also provided the fence design will be important. The proposed chain link fence is an eye sore and will be prone to vandalism. A lower, period style wrought iron fence would be more appropriate and in-keeping. Cheapest option - scrap the raised inland path as everyone I have spoken to would prefer to walk the seaward path, and I understand separate plans are being developed for an inland cycle route.

Very important to many people to retain/replace the existing green space, trees, seating and Teignmouth sign at spray point. My children love playing and lunching here, it is a real highlight of the area.

Recycle existing stones from wall and benches to recreate cobbled path and natural stone benches.

The designs which I have seen are just dreadful .

Why would anyone want to walk along a path between a cliff and railway without being next to the beach. Awful, badly designed and heart breaking.

You do not have all the environmental studies in place to answer questions from the public. There are alternatives to your proposals which include rock shelters to mitigate the problem of cliff erosion which you admit is the problem along this stretch of line. Your fly by interactive presentation shows a lot of beach left after the works, will you be attending the event on the 11 February? when the residents of Teignmouth will be marking out your proposed works?

The current plan is a giant carbuncle and needs scrapping and starting again.

Network Rail Teignmouth beach loss

I am truly saddened by the network rail proposal to take away 1 mile of beach in order to provide resilience for the railway, surely there must be another way. Teignmouth is a small seaside resort with the main attractions being its 1 1/2 miles of sandy beach and its pier. The pier is already close to dereliction and shortly to be partially demolished with a length reduction of 2/3rds, with the rest almost certainly to be reclaimed by nature in the not so distant future. That leaves the sole attraction our 1.5 miles of beach, and now Network Rail wish to take away 2/3rds of beach, which will leave us with just half a mile of sand. What on earth will be left for Teignmouth? The town has gone the same way as many seaside towns, comprising primarily charity shops and fast food outlets and whilst still having some character, is becoming increasingly a focal point for alcohol and drug abuse along with associated problems of anti social behaviour day and night. Losing 2/3rds of beach and 2/3rds of pier, will not 2/3rds of visiting economy go the same way? There is little incentive to visit Teignmouth for its town centre attractions alone, as we don't have very much. It is vital we keep our beach to attract the day visitors who provide the lifeblood for the town and the seafront businesses. I understand from Network Rail we are supposed to have to lose the beach as this will create the least disruption to south west train travellers, but surely a couple of years of train disruption if we only had single track operation whilst the existing track could be covered with a mud 'avalanche' shelter, would be immensely preferable. Avalanche shelters are used very successfully throughout the world in many very demanding and difficult environments, and with careful design and build would be perfect for Teignmouth.

We have to keep our beach for future generations of locals and visitors alike. Once the beach is taken away, it is gone forever, no grey concrete amenities as proposed by Network Rail will be anywhere near adequate to replace our loss. I have walked this beach everyday, whatever the weather, for many years, as do many thousands of residents and visitors. As a non car owner I don't want to lose the railway but I certainly can't lose the beach, its all I live here for.

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| <p>The idea of moving the track nearer to the sea is just stupid! Even in your projections then the risk to the track from the cliffs is minimal with only small areas likely to close the line for more than 48 hours. Keeping what we already have & maintaining it properly would suffice. Build a rock shelter if it is really necessary, this works well abroad. The proposed design would negatively impact on the environment & local area. Closing the South West Coast path for 8 years & having building works on the beaches would affect tourism, local businesses & the health of local residents. There is nothing in the plans showing the effect changing the coastline would have on the seafront of Teignmouth. During the building works local beaches and bathing waters will be polluted with debris & washout from the cement, again impacting on tourism. Teignmouth will die!</p> |
| <p>Retain the wall, retain our heritage and history</p> |
| <p>Do not pour tons of concrete over a beautiful granite stone wall the concrete will discolour and will look horrid and it will make the wall far to high you are playing with our town and peoples mental health if you go ahead. Do the responsible thing to do and secure the cliffs without destroying our town and people's lives</p> |
| <p>Keep the rail where it is and build rock shelters</p> |
| <p>The plans should be totally scrapped as they are ridiculous. Teignmouth is a seaside resort and relies on its beach, no plan which takes away such a large section of beach should even be being discussed. Even according to your own consultation there are only a few areas of cliff which even threaten more than 48 hours line closure, it is far better to live with this risk that to consider destroying Teignmouth as a holiday resort. Remodelling the coastline is likely to leave the remaining beach at Teignmouth under threat from the sea moving the sands along the shore, the current shape of the bay is protective to this. If further resilience is needed then building better protective structures on the inside of the railway is a far more sensible option even if this leads to longer line closures</p> |
| <p>Avalanche tunnel to protect the line. Strengthen wall (of Dawlish) where needed.</p> |
| <p>The plans could be improved by NOT building on the beach. There has to be an alternative which improves resilience, but without sacrificing the environmental, amenity and economic benefits provided by the beach. This insensitive proposal would have an unacceptable impact on the environment and the town and simply cannot be the only available option.</p> |
| <p>By not destroying the beach</p> |
| <p>Take less beach, keep natural environment. Have non-concrete walkways.</p> |
| <p>Build a viaduct/bridge make it a tourist attraction. Rockshelters.</p> |
| <p>it could not be improved.. The plan is totally outrageous..</p> |
| <p>More respect for environment and local heritage</p> |
| <p>Instead of building the most economic solution that results in the loss of an amazing beach , environmental habitat and recreational area more thought, creativity and budget should be given to a solution that does not ruin our local environment.</p> <p>You are rushing through a thoughtless solution that will remain with the local population for the rest of our lives.</p> <p>Our world class engineers can build tunnels under the English Channel, tunnel under major cities and yet all you can come up with is covering our beach in concrete and putting the railway line further out to sea !</p> <p>Do the local population of Teignmouth and Holcombe a favour and scrap this bargain basement solution.</p> |
| <p>Avalanche shelters</p> |
| <p>Improving the railway line where it is so the beach can be left for future generations.</p> |

I believe that a cycle route along this length could provide additional benefits, but not if this would remove large parts of the existing beach.

Prove to us that this is the best plan and not just the most expedient - Honour your statutory obligation to protect historical artifacts such as the sea wall - Provide the environmental proof that your plans will not create further damage further down the coast and in particular at the entrance to the Teign

You could also ensure that your modelling is accurate and does not depict things that do not exist as it currently does

Exploring more options with the public

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.

Seawater quality will be hugely impacted and long term use of beach will be made impossible.

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.

The current plans include a very ugly wall of concrete this can not be deemed environmentally friendly. Altering the type of trains that travel on this stretch of train line should be explored.

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.

There will be no beach left to walk on and this will have a damaging impact on the community.

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.

With a floating platform in the sea for people to dive off and with a flume into the sea to create a fun feature to play on.

Degrade and protect the slopes above the high risk areas. These are superficial deposits, likely to slump, as they are, but which can be managed, by - degradation, drainage, netting and rock bolting.

Some loss of land above these areas, far preferable to the current plans with their unknown impact on the marine environment.

Build a breakwater and shore up the cliffs instead of the eyesore you propose

Leave the existing tracks and walkway as they are.

Concentrate the efforts on stabilising the cliffs. This must be a cheaper option even if there has to be a rockfall shelter near the most critical cliffs.

This is an iconic stretch of railway. It must be kept at all costs.

Publishing professional Impact Assessments now, rather than "later" for:

Effect on the natural process of sand movement after project completion.

Marine and coastal habitats.

Economy.

Recreation.

I am undecided because I am unsure what those amenities would look like. The amenity is already there in terms of the beach and the sea, and the sea wall. With the natural wildlife habitat on the cliff. So as far as possible, keep it natural.

I think the plans could be improved by protecting the wall as much as possible and the habitat as well as the beach. Building out further on perhaps a bridge of some sort (I'm thinking of the bridge between New Brunswick- Prince Edward Island in Canada). Or an option which does not make such a negative impact on the wall/beach/cliff. Obviously some changes need to be made. And I feel that there must be other options which are more favourable to the environment. The wall is also part of Brunel's legacy and although damaged over the years, it is still a beautiful example of a structure from that time and has historical as well as aesthetic value- especially looking at it from the beach.

The current path from Teignmouth to Parsons Tunnel is one of the most spectacular and beautiful in the country. It is every bit as good as the Lyme Regis Cobb. It dates back to Georgian times and it should be Grade 1 a star listed. Instead it is going to be destroyed. The walk itself is a great amenity for the locals and provides a place for free mindfulness. The proposed replacement path is not scenic, but ugly and won't enchanted anyone's mood music if they are feeling down or low. No one will want to walk along the inside of a railway track! The walk will be destroyed as will the sense of community that going on that walk provides. There are plenty of places to cycle locally and also very good wheelchair accessible already and about Teignmouth. No need for any more but this is the only level walk that the elderly population of Teignmouth and around can easily do every day - improving their physical health and their mental wellbeing. Also the far side of the track is currently a haven for local birds and wildlife. This habitat will be destroyed and won't be replaced. No doubt there are some very rare flora and fauna and insects there. Has this even been assessed? Far better to move the railway away from this part of the coast line . It is going to be a losing battle trying to shore up the railway when with global warming the sea level is due to rise another 7 meters when the large iceberg in the Antarctic finishes melting.

Less impact to environment, close line and work on cliffs, save our heritage.

Rockfall shelters

Not interested unless paths on sea side between track and beach. Completely disregards hyperacus to put path between sound reflective cliff and railway. Makes it unusable / unsafe for many hearing impaired walkers or hearing aid users. What sound absorptive measures are you going to employ for rail / train noise. Not at all clear.

More thought to environmental impact

Your consultation questions are slanted to give you a favourable outcome. Of course the rail link is important but so too is the amenity and environment of the area. The biggest incident was actually at Dawlish where the rail link collapsed in 2014. The cliffs in Teignmouth have not moved since the reparation works in that year. There was considerable discussion at the time on the engineering solutions available and the current proposal does not meet the high standard of engineering options available. It seems to me to be the cheapest and easiest for network rail. Please do not underplay the significant importance of the historic beautiful route. This is also an area of low incomes and high house prices - Teignmouth has one of the most socially deprived areas in the country and the free 'joy' that comes from walking that beautiful beach daily should not be underestimated - we are all being told to get outdoors and enjoy this open space for our mental wellbeing and I truly believe that the reduction and rape of this beach for network rails purposes will impact severely on the wellbeing of residents in the area. As for tourism, one of the biggest sources of income to the town, why would you visit Teignmouth when it will have less beach and the wall is an ugly structure.

Keep the line closer to the cliff, keep the same cliff reinforcement measures as in your plans, give proper attention to the impact on the environment

They are so shockingly bad that I think they cannot!

It will destroy commerce within the town and destroy the natural beauty of the area and the ecosystem

Wave reducers out to sea, with cliff reinforcements and sheltering

Common sense

Take up less of the beach. Find an alternative to support the cliff, which haven't caused any issues in 5 years. Find a way to keep the features of the current sea wall in tact. Undertake the appropriate environmental impact investigations and reports to find the factual impact any changes may have. Provide a to scale model representing the actual size of the proposed build rather than something that is extremely misleading and completely fictional.

Q3" Do you support the creation of new coastal paths and amenities as part of the overall proposals to increase railway resilience? This is a totally misleading question there are very few new amenities and you are going to sweep away many existing ones. This question again suggests deception. Validating my statement are the following points.

- a) In the leaflet associated your survey there is a clear picture of a cyclist and yet you have no plans for a cycle route. You state you are 'exploring options with Devon County Council for ... an inland route'. The inland route has been proposed for ages now and a cycle track parallel to the present wall is not viable given the narrowness of the roads and built up nature of the area.
- b) The current beaches provide unparalleled opportunities for leisure, swimming, running, playing ball games for dogs, children and adults. In addition it is possible to sunbathe and relax on the beach as well surf and launch non-motorised craft. All these leisure opportunities will be swept away by your proposals.
- c) There might be an improved footpath, however for years, at least eight and given the experience of delay in Dawlish probably very many more, this walkway will be closed. The part of the South West Coast Path from Holcombe to Teignmouth will end just outside Dawlish with the only option for walkers an excessively busy main road. The opportunity to walk along the sea between Dawlish and Teignmouth will be denied.
- d) Currently, the walk is a beautiful one along a wall full of history and interest with opportunities to dip down onto the beach and observe the marine life at all but high tide. Your brutal scheme will destroy all historic interest, all beauty, all opportunities to access and admire marine life.

The current plans are over kill.

Reshape and remove some of the cliffs and if necessary reinforce Brunel's wall to hold an avalanche style tunnel in the most needed areas.

Such a huge scheme for such a small area of risky cliff

1. Keep the cycle path - NR has already gone back on its promise to provide a cycle path (2 days after the public consultation in Teignmouth). If you are keeping to the coastline, a cycle path would be a great addition.
2. Better materials. The plan is a monstrosity of concrete. How is that 'in keeping' with the stunning location!? Furthermore environmentally a hideous solution.
3. Retain Brunel's iconic and historic build.
4. Show the REAL not fudged situation. You plans deceive people into thinking you have created more beach, or preserved more beach, but that's not true. You have used mean low tide in your example model, what you ethically should display is 'mean sea level'.
5. Move the rail on supported structures out to sea, make the cliffs safe, then move the railway back.

Please find a way to do this without destroying the beach. Also, please find a way that doesn't look like a grey motorway but instead is more sympathetic to the surroundings. But especially please please don't do this to my home it's breaking my heart that you are considering taking this beautiful place and destroying it.

How on earth is moving the line out to sea when we have rising sea levels going to help.

With allegedly unstable cliffs the logic of placing a public footpath at the base of these cliffs with a railway line blocking means of escape if cases of a landslide is illogical and badly thought through. NR should consider alternative option for their designs to arrive at the preferred option.

Independence/Personal Bias

I arrived in Teignmouth 16 years ago, simply because I was looking on the map for somewhere the train arrives right into the heart of a coastal resort town. There are remarkably few places so well served in the South West and the train infrastructure is vital to Teignmouth. I am totally reliant on train transport and in that regard I have no personal bias of priorities when evaluating the pros and cons of this rail resilience scheme.

Having arrived by train, my decision to settle here permanently was without doubt the attraction of the town setting within its natural environment. I use the beaches daily; not any individual area but the unique connection of large stretches of beaches accessible to walk at length. These beaches are where I repair and restore my physical health and mental wellbeing every day throughout the year.

Public Consultation

Thank you for the opportunity for local residents of Teignmouth to be consulted on the Rail Resilience proposals which will so dramatically and negatively impact our town, our social leisure amenity, our natural environment, our heritage asset, our tourism, and our local economy. In short; the Resilience of Teignmouth.

I acknowledge the improved amendments that have been incorporated following feedback from the first round of Public Consultation. A great deal more is possible, and necessary, to make this scheme acceptable as a project for Teignmouth.

The Public Consultation events and the 'Overview for Public Consultation' document is necessarily a summary of a large amount of data and analysis. The brevity of extracting summary information from those much more comprehensive reports presents a single option out of context from the background research and development. Within the constrained timescale for public consultation it is not possible to feedback comment fully on all the relevant information in the scope of those supporting documents. However, from the degree to which I have been able to review in the limited time available it appears that some alternative approaches to rail resilience have been rejected without full scrutiny and public consultation. Options which would be less harmful have not been brought forward to Public Consultation.

One thing which is clear from the supporting documents is that there is no immediately unmanageable risk that justifies the urgency to press ahead with an unpopular and unverified resilience scheme at a forced timetable which does not allow for adequate reconsideration of the project. The imposed timescale is forcing narrow focus options which exclude worthy exploration of viable and effective alternatives.

Your Risk Register highlights that insufficient time is included for statutory process and environmental studies. Given the lengthy list of project development risks in CH2M report appendix, many of which are not unforeseen but inevitable encounters, it is foolhardy to press this inflexible timetable.

Rail Resilience

Resilience is 'the capacity to recover quickly from difficulties'. It is not absolute prevention or elimination of all risk events at any cost.

It is accepted that cliff stability is the principle risk to operation of the rail line from East Cliff to Parsons Tunnel.

Sea defences are not a primary risk on this stretch of the line. Risks from the sea have been overemphasised by continual reporting of this consultation in association with incidents along the Dawlish line. All overtopping closures occur in the Dawlish area where wave heights are reportedly greater than on the Teignmouth coastline.

Cliff Stability - Geotechnics

Network Rail geological analysis of the 15 Cliff Behavioural Units identifies only 4 units (CBU 8, 9, 10, & 12) to be 'High Hazard' where measures are required to mitigate potential failure which is assessed to impact the rail line in excess of 48 hours.

The remaining majority of cliff units are classified as medium or low hazard with assessed impact on line operations for less than 48 hours.

According to the design parameters set out in the CH2M Resilience strategy report, 'Moderate' risk disruption events would have no probability target specified and no planned reduction although some reduction may be possible.

Therefore, construction of massive buttresses for the two medium risk cliff units (CBU 4 and CBU 6) appears to contradict and far exceed project design parameters and resilience value targets.

Within the identified resilience targets, more moderate intervention would avoid any necessity to realign the rail out onto the beach from East Cliff to Sprey Point.

I understand that the buttresses will be formed of compacted granular material, layered with geogrids and faced with erosion mat. What analysis, testing and guarantee is there that these artificial structures will provide more enduring stability than the natural cliff?

I am aware of significant concern that the loading of huge buttresses on the lower section of the cliff and railway could create additional instability leading to failure.

Additional concern is that the buttresses, even incorporating drainage design, are likely to inhibit natural escape of groundwater and exacerbate the water loaded instability of the cliffs.

Given the scale and cost of the proposed cliff works, extensive criticism of the risk analysis, unverified effectiveness of the buttresses, and construction resulting in significant environmental harm, destruction of heritage asset and opposition to the aesthetics, I call for an independent peer review of the geotechnical risk analysis and engineering stability solutions in the public interest.

Sea defences

CH2M reports highlight the same common sense views widely expressed locally; that new alignment of the rail line is likely to increase marine hazards compared to the current alignment.

The current alignment of the sea wall from East Cliff to Sprey Point is entirely above water at mean sea level and exposed from the water at mean high water for more than $\frac{3}{4}$ of its length. The existing curved wall is buffered from the power of the sea by an extensive sandy bay.

Moving away from all those natural advantages the new aligned straight wall design will be exposed

to far bigger and continual conflict from the sea. Additionally the acknowledged sediment scour effect at the toe of a big sea wall is likely to increase water depth and volume of water overtopping sea defences in storm events. Furthermore, straightening the line from its recess within the curved bay will reduce the natural protection benefits from harmful NE and SE weather systems by the shelter of Holcombe headland, the protruding mass of Sprey Point and the Ness headland.

I am no marine/hydrology expert – but as a resident and observer it is apparent that the combined interaction of the existing wall alignment, beach defence, tide, wind and storm interaction impact less on this stretch of the coast than other locations. It follows that, whatever future predictions of climate change, sea level rises, storm systems and weather patterns are taken into account, this section will remain the least vulnerable to risk from the sea.

Beach levels are somewhat arbitrary. Frequent sand movements are locally dramatic. Throughout my years living here I have regularly seen changes in sand levels of up to 2m within a week responding to storm action. To that degree, height measurements of any sea wall defence is also arbitrary.

No increased height of sea wall will prevent disruption to the line by sea spray in easterly winds regardless of any sea level predictions and wave overtopping calculations. My seafront property is 50metres back from the sea and over 9m up on the 2nd floor; sea spray in easterly storms hits my windows with volume sufficient to stop transport. Genuine reliable rail resilience requires trains that can travel through spray.

Frequent reference is made in CH2M reports regarding the necessity to construct some form of sea defences to protect the natural resource of beaches to buffer wave action on the sea wall. Despite this analysis, no groins, breakwaters or offshore reefs have been included in the resilience proposal. No adequate explanation has been given to justify such a fundamental and inexplicable omission in the resilience design.

Remnants are visible of groins, constructed with iron rails contemporary with construction of the rail line, running parallel to the sea wall north of Sprey Point. Presumably these served either to take power out of the waves, or to retain sand as a buffer of sea energy against the wall. Further sea defence structures; the breakwater on the north side of Sprey Point and the Buttress on the south of Sprey Point, have been allowed to fall into disrepair in very recent years. These structures served a crucial purpose in protecting the sea wall and should have been maintained by Network rail.

Heritage

Pre-emptive application to secure a Certificate of Immunity from listing the renowned and highly regarded heritage of our coastline has caused great mistrust of Network Rail. This unfortunate damage in relations was unnecessary. Legislation controlling listed structures and conservation areas allows for demolition of heritage to deliver public benefits that outweigh the asset harm. If total obliteration of Brunel's fine wall was judged essential to achieve Rail Resilience then listed status would not have hindered the scheme.

However, permanent destruction of a heritage asset, even non-designated heritage, is not justified to facilitate convenience and commercial operation of the rail business in the avoidance of temporarily line closures.

Network Rail's own Heritage Policy acclaims the value to society of our rail heritage; providing landmark infrastructure, enabling economic growth through visitor and tourist attraction, creating education opportunities and enhancing social value with a positive legacy for future generations.

So, notwithstanding the Certificate of Immunity, it is unacceptable to push forward with this scheme without due regard for the heritage asset value. CH2M baseline report contains the requirement that the resilience strategy should consider both designated and non-designated heritage features in this area of significant social, archaeological and landscape value.

Brunel's sea wall is a monumental heritage asset for our community and the unique identity of our town landscape. It is the graceful backdrop to our coastline, complementing and in unity with the contours of the cliff landscape. Brunel's sea wall is of such renown and attraction that the image has adorned many rail promotion images over decades.

In my opinion the design of the proposed new concrete wall is not aesthetically worthy to follow in the footsteps of Brunel's elegant heritage. The graceful design and robust functionality of this beautifully structure combines skilful craftsmanship with natural local materials. Brunel's legacy as a world acclaimed engineer has endured in the design of our seawall for 174 years, not as a heritage specimen, but much loved and treasured as the functioning infrastructure of our daily lives.

The residual lifespan of the existing wall in its present state of poor maintenance has been assessed at 35 to 60 years. CH2M reports the survey variation accounting for areas of different construction materials.

Current vulnerabilities in the sea wall and its associated sea defence structures appear to be directly attributable to lack of adequate and appropriate quality maintenance. Repointing of the wall has been sporadic with no regard for appropriate mortar mixes or repair techniques. Cavities have been surface filled by chucking in concrete leading to adjacent boundary failure. The breakwater and buttress on Sprey Point have been allowed to fall into disrepair within the past few years.

With care, respect and pride, the integrity of this admired and valued heritage wall could be robustly reinforced to endure many more years of service to rail and coastline.

Amenity

The human chain attracted in the region of 3000 people from our small community, standing together to express their passion for the irreplaceable amenity of our joined beaches and the unique heritage of our town. This gathering was just from the local community on a winter morning in February. It did not represent the thousands of visitors from our neighbouring Devon towns and villages who regularly visit Teignmouth beaches all year round. Nor the tourists from further afield who are the mainstay of our town economy.

The connection between Teignmouth Town Beach, Teignmouth East Beach and Holcombe Beach is the unique amenity of our shoreline. The whole is worth more than the sum of the parts.

The amenity value, sheer pleasure of walking and enjoying the length of the beach connected past Sprey point will be diminished in proportion far greater than the measurable area of inaccessible beach. Although much outrage has been expressed about the loss of beach area as a result of the resilience scheme, I believe the greatest impact is not specifically loss of beach space, but that the areas taken will have a greater impact by resulting in loss of connectivity.

Whatever final design is developed, the loss of access to the beach and sea wall amenity for several years during the construction phase will massively impact on the town community and tourism economy. Compensation for this amenity loss to provide some offset amenity benefit for Teignmouth

is crucial for the resilience of the town during the long period of disruption.

Environment

There has been no shortage of debate about the environmental impact of the design proposal. I echo those concerns.

Notwithstanding the findings of your forthcoming EIA it is inevitable that the proposed scheme will result in extensive habitat loss and damage with consequent harm to land, shoreline and marine life.

Sediment transfer and water quality (for bathing and fisheries) must be considered as one single connected marine structure from Parsons Tunnel to Shaldon Ness. Modelling of the project site in isolation is misleading and does not address local fears for the potential consequences to the main town beach, the estuary and harbour, including performance of existing environment agency flood defences.

Economy

Great emphasis has been placed resilience of the vital rail link to support the economy of millions in the South West. There is no question about the crucial role of the rail link. Teignmouth is part of that South West economy.

The proposed resilience scheme for rail directly threatens the resilience of Teignmouth. Loss of amenity access, disruption, pollution, noise, environmental damage, potential long term threat to sand loss on the main town beach will all impact heavily on our fundamental tourism economy. The amenity of this uniquely accessible beach environment and heritage attraction is the lifeblood of the town. Visitors to the beach and sea wall pay for parking, eat in pubs and cafes, buy in our shops, book accommodation and pay rail fares.

Whatever the long term impact of beach loss, heritage asset, and environmental damage, there is no question that the impact on Teignmouth during project construction period will have a harmful effect. Rebuilding a damaged reputation as a seaside resort will likely take many years longer.

Whilst the scheme has been designed to avoid rail closures and mitigate train operating penalties for Network Rail, Teignmouth's small businesses will pay the collateral damage.

Contribution towards projects that assist in offsetting the negative impact on our town will be imperative. Genuine engagement with the community to provide alternative amenity to compensate for disruption and amenity loss would be the start of making this a rail project for Teignmouth as opposed to a rail project imposed by Network Rail.

In the scope of the project budget such offset contribution would be minimal, but would go a long way to getting the alienated community on board.

Explore fully reconsider all possible alternatives.

Retain the rail alignment from East Cliff to Sprey Point.

Retain Brunel heritage wall along the robust East Cliff to Sprey Point section with pride in guardianship of rail heritage.

Stabilise the existing sea wall with structural consolidation behind the stone face. Similar methods have been used effectively to strengthen cavities and underwashed rubble cores of the sea wall at The Point which takes substantially more battering from the sea than at East Cliff.

Maintain the stone face appropriately. Make quality masonry repairs. Repoint for endurance with appropriate mortar mixes and skilled repointing techniques.

Armoured surfacing of the coast path for greater durability of the wall top and accessibility.

Possible heightening of the wall by addition of a capping wave return curve

Add stainless steel railings for safety.

Realignment track curvature and camber could be accommodated at Sprey Point if design parameters of speed targets were realistically modified (no train ever travels at 90mph along that 1.7km of line)

If retention of Brunel's wall is impossible, re-clad the wall face at the East Cliff end rather than building the wall out onto the beach. This would reduce the pinch point of the tide that cuts off the walk towards Sprey Point.

Defer construction of the revetment at Sprey point to maintain connectivity of the beaches until such future time as its need is proven.

Combined dowelling, active netting and movement sensor monitoring for medium risk cliff stabilisation on the existing rail alignment avoiding buttresses at CBU4 and CBU6.

Investigate single track running and rock fall shelters as temporary formwork/hoarding to protect ongoing rail operations during cliff stabilisation on the existing rail alignment.

Integrate beach groins, breakwaters and/or offshore reefs to increase sea defence.

Close the line and cut back the unsafe sections of cliff. Reopen when complete with reinforced concrete avalanche protection.

Whilst an improvement on stage 1 the new plan still does not allow for safe swimming and sunbathing close to the water, around med/high tide, at the Holcombe end of the beach.

Currently the terraces that were added to the original to protect the base of the original provide somewhere to sit, relax, sunbath and enter/exit the water even at high tide.

Plus we can currently walk through the tunnel at smugglers to get on the beach (granted this does require a jump down and cannot be done at high tide), the new plans do not have this - a small walkway to allow us to do this would be a great addition to the plans.

With these 2 amends I would be inclined to support the current plans

Suggested ways to do this:

Swimming terraces (as currently exist) maybe with small breakwater at the Holcombe end to prevent on wave action)

Areas to sit/sunbath at high tide close to water

Sea Pool area - like bude salt water pool, would also provide sunbathing area and protection for the wall

Paddle board, kayak launch areas, could also be added and used for swimming platform, sunbathing area

Small tunnel under smugglers bridge to allow direct beach access for able bodied.

| |
|--|
| I don't want to see so much of our beach disappearing under concrete. It will partly destroy the very reason why people come here to holiday. It may reduce vital financial income for local businesses. |
| 1. loss of amenity during the build (6-8 years). Hundreds of people use the sea wall each day, it's an important asset and visitor attraction. If the public are unable to access the site during the build period, an alternative and equivalent must be found, to support healthy exercise and attract visitors (especially if Mules Park is also to be lost during construction). 2. Aesthetics. The current sea wall blends into the environment, and does not detract from the appearance of this coastline. This is important for the economics of the area. More effort needs to be taken over aesthetics, for example, use of local stone for paving, cladding and wall topping. The proposed concrete wall and revetments will over-industrialise the coastline. 3. Wave action - see further comments in section 7 [This comment is contained in the 'further comments' section] |
| Stabilise cliff and leave railway where it is |
| Do not feel the plans could be improved but another line must be considered. |
| The plans are commendably detailed, and address a significant amount of the concerns raised in earlier consultations. Clearly it is not possible to be absolutely certain about the detailed impact of proposals on this scale, so long-term monitoring will be essential, plus a willingness to intervene in future where necessary. |
| Plans, sections and elevations are the language of architecture and I have been struggling to fully understand the proposals based on one diagrammatic plan and a walkthrough video. I'm not suggesting high level detail, but at least an annotated plan to indicate public spaces, a few basic dimensions, etc, and a key section, perhaps near Parsons tunnel where there seems to be an area where you can walk through a subway. I really believe there would be far more productive conversations happening among the public if the proposal was understood better. For example, on the model it looks like there are high level paths (maybe connecting into Rowdens?) but the walkthrough video doesn't go onto those paths so I'm left second guessing whether they're accessible. I believe the resilience group is gaining a lot of momentum because people don't understand so by default scared. If you communicate the proposal more effectively then people will instead draw their own conclusions. For example, I have seen one perspective view at the teignmouth end where it appears there's a large public space... and it looks good, yet i didnt see it in the walkthrough even though it looks like a key space. I don't feel I can offer any suggestions until the proposal is better communicated. |
| Eco friendly design needs to be considered. The coastal paths should not be at the expense of the flora and fauna. |
| To take the line towards the sea is ludicrous and will cause other problems |
| What should happen: Line not moved significantly. Existing wall retained/reinforced. Rail to be protected by curved 'shelter' whole length. |
| Move the railway inland with the old branch line |
| Spend more - reduce environmental impact further. Do not move path or line. PROTECT THEM BETTER. |
| By scaling back the angle of the cliff's so to prevent more land slip's |
| Think this is already a good plan. The railway needs to be preserved at all costs |
| I think they're already great plans. The railway needs to be kept at all costs |
| Plans are excellent. I'd like to see them implemented ASAP |
| I do not want any change to your latest update. |
| They look great to me :) |
| Ice cream hut/cafe |

| |
|---|
| 1 Make maintenance path public - goes to park 2 Move footbridge at Sprey Point 100m to north, save cost of path. |
| The top footpath could be opened to the public |
| N/A as you have done a superb and enhance project |
| Not sure - they have been much improved with the retention of beaches |
| Probably impossible |
| By looking at ways to implement the proposal more quickly. The proposals extend footpaths slightly which is most welcome |
| I think that they are fine as they are |
| No Successions |
| They are good as they are |
| At least this is a step forward but the test will be when it is completed, hindsight is a great thing. |
| Avalanche shelters or A bridge out to sea from Dawlish to Teignmouth. If the government is contemplating a bridge from Scotland to Northern Ireland why not Dawlish to Teignmouth |
| Other solutions such as breakwaters or reefs to decrease the power of waves along with tunnels over the line to protect from landslips have not been fully explored. Both potential solutions have been proven in other countries. So why are we going for the most damaging solution for the landscape and environment? |
| They take too much of the beach. The new drawings clearly overestimate the amount of beach left for the majority of the tide times. Also, it's really ugly. Brunels wall is iconic to the area, it's heartbreaking that your plan seems to be to concrete over it with such an ugly successor. Finally, until the environmental impact report is delivered these plans shouldn't even be being considered. This is an area where people fish and run boat trips for their livelihoods, walk swim and cycle for their mental health, and live and work. It has complex tide and sand shifts that all need to be ACTUALLY CONSIDERED before making any plans. |
| Bridge out to sea on affected stretch or avalanche shelters |
| As a Devon resident who uses the railway line to pass between exeter and Plymouth twice a day, it is a shock to read of your plans to decimate a historic stretch of beach. It is so disappointing that, at a time when the rest of the world is attempting to repair past mistakes and provide an ecologically secure and less damaging future, National Rail are steam rolling along with a short sighted, uninspiring project. If this goes ahead, I and my family will not use the railway to commute. |
| Stabilisation of the two areas of cliff at high risk is sufficient |
| The existing wall is structurally sound, by moving the railway out to sea, this will narrow the beach. There needs to still be a tunnel next to Parsons tunnel to allow pedestrians access to the other side of the railway to avoid being trapped in high tide. Would there be reassurance that if the new coastal path was created, that this would be maintained by Network rail to a) include security as this becomes enclosed, b) in the event of a landslip, that this area will be repaired and kept in good order and not just closed off to the public? |
| Leave the beach intact. Look after the legacy that Brunel left us all. Use tunnels as they do in continental Europe to protect the tracks from landslides or move the line inland. Stop putting profit before people and the planet. |
| Stabilise the cliffs without taking our beach and the whole character of the area. |

If it has to be done at all I think that another way of stabilising the cliffs could be devised such as the one used at Lyme Regis about 18 years ago when grout was pumped into the cliffs. I have not heard of any problems with the cliffs there since that activity was completed.

The use of clear barriers either side of the rail track, similar to that used in aquariums, to reduce risks of rockfall and waves impacting on the track but also save a larger proportion of the beach for locals and visitors to enjoy.

Impossible to believe that in these days strong enough rock shelters could not be built. And you are fixated on rock falls rather than the power of the sea. None of us can understand how it is good to move out into the sea. Wall on plan looks like the Berlin Wall. Swish presentation of something that looks very smart for a city.

We need a combination of breakwaters, rock shelters. And you have not helped your cause by not being up front about the amount of beach that will be lost. You are concerned to keep the line open during work, but with careful planning the economy could survive closures for a good cause. Run rail replacement direct from Newton to Exeter, shuttle trains from Teignmouth to Newton and Exeter to D Warren where there is excellent parking and negotiate with Stagecoach for 22 bus from DW which goes via Teignmouth to run at a convenient time. Please don't get fixated on keeping the line open. The long term correct solution is important.

The plans need to be reviewed. This is a rushed plan which, as anyone who has attended the consultations, NR representatives have difficulty in defending. The plan needs to be looked as part of a proper strategy for the South West.

don't do them

The new coastal paths and amenities are not available to the public for an extended period of time during construction, and do not have adequate access to the beach. Key is that the current available amenity space in terms of the natural environment is to be lost as a result of the excessive and unsympathetic plans proposed by Network Rail.

The plans could be improved by a wholesale re-consideration of developing a solution which values both the local and historic environment and complements the natural amenity value of the area. Replacing this with a walkway along a vast grey concrete wall is simply not acceptable .

A trick question: of course we would need them if the plans go ahead, but would prefer an option that maintains the existing area.

I am not a resident of the town. However, I am a regular visitor.

My parents live in Cornwall so myself and my children have travelled through Teignmouth by train for many years on our journey to visit them. We have always loved the journey between Dawlish and Teignmouth, where we have been excited to see the sea and all of the people enjoying the beach and walking along the sea wall.

My parents started to visit Teignmouth in recent years and myself and my children started to join them. We fell in love with the town, the stunning location and the beach.

We have visited a number of times and it now holds a very special place in my heart. I suffer with my mental health and i am a lone parent to an 18 year old medical student and a 16 year old with autism and ADHD. Teignmouth has become our happy place and we find the beach such a relaxing and beautiful aspect of the town.

Last summer we have lovely memories of walking from teignmouth to Holcombe on the sea wall , my son even went for a run along the wall and this massively helped his extreme anxiety.

As a result of the beauty and the relaxing atmosphere of the beach and the sea wall walk I now plan to continue regularly visiting the town, to rest and recover from our busy and often stressful lives. I also have a more long term plan to move to the town, relocating from the Midlands.

As a mental health sufferer, being in such a beautiful location, where the sea and beach are so stunning, where the relaxation and relief I experience while I am there are so beneficial, I would be devastated if I could no longer enjoy this.

As I travel to Cornwall to visit my mum and to Teignmouth by train, as I do not drive I would be hugely impacted if there were major changes involved during your proposed works too.

This beautiful town is an absolute gem...a place of charm and beauty and its location is absolutely stunning. This makes it a wonderful place to live and a heavenly place to holiday.

As a mum who has struggled with her own mental health and raising 2 children alone, to find a little piece of heaven and a place that allows me to relax and recuperate, I urge you to consider an alternative to what you are currently proposing. I do not have suggestions or grand ideas myself, but I ask you to consider the huge negative impact that your proposals will have on the present and future residents of the town. Very few places in the UK are so unspoilt, beautiful and totally wonderful places to live and visit and Teignmouth deserves to be treasured and respected.

The beach is a natural wonder and should not be destroyed. PLEASE PUT A STOP TO THESE PLANS AND RESPECT THE VIEWS AND WISHES OF ALL WHO CARE ENOUGH TO FIGHT FOR THIS TOWN!!

I look forward to hearing that you have listened to our views and that the plans currently in place will no longer go ahead.

The brutalist design is at odds with the scenic environment and would reduce enjoyment of this stretch of coastline. Please investigate using a similar stonework style to the current wall.

Improvement of ramped access from Smuggler's Lane - it looks like a concrete underpass. Make the service path along the cliffs accessible for public use.

The present design is soulless and very unnatural looking in contrast to Brunel's wall and appears to have less of a return at the top to deflect the waves. A flat wall, further out to sea seems counter-intuitive as a measure: in the storms of 2014 many vertical, dwarf walls around the gardens on Teignmouth promenade were eradicated and tossed like corks to the back of the prom. Obviously this is on a much smaller scale but it demonstrates how a heavy storm treats a vertical surface: the impact is greater if the waves aren't deflected.

Any repairs to the wall will have to be carried out in the water.

It looks as though mistakes have been made on the Dawlish wall because of inadequate research into the foundations, which isn't very reassuring.

Won't groynes need to be re-installed to continue to retain the sand on the beach?

It isn't very reassuring when the sand isn't even the right colour - have the artists been anywhere near Teignmouth beach?

That is up to the very well paid consultants!

Use granite blocks from waste tips at Merrivale Quarry on Dartmoor! By lorry to Plymouth Docks then by barge to Teignmouth.

Temporary closure, only of line, to enable cliff stability be secured.

They couldn't, the future of the trainline needs to be secured, this will also be safer less chance of people falling off the wall

Building an additional route inland, instead of HS2!

Electrification?

Retain present wall between railway and seaside path - fence will ruin the heritage of this section

Make the middle bit as interlocking concrete.

More obvious cycle path provision

Move it away from the sea

Do a proper full, independent environmental impact study, not only for the immediate area but surrounding area as well. Villages along the Devon coast have been devastated by similar work being undertaken and tidal changes not being taken into account.

Network Rail's proposals are cultural and environmental vandalism. Compared to HS2 doing this properly would be a drop in the ocean. The area is one of incredible natural beauty as well as one of the great railway journeys of the world. These plans would destroy that.

Need a cycle path

By cladding the ugly concrete with more natural stone.

Flat seating area/toilets at smugglers café. Good to see flat paths for wheelchairs.

Another set of steps near to Teignmouth in case of emergency

The proposed works near Parsons Tunnel appear overly complex and may inundate in poor weather, & provides more space/shrouded area for unsocial behaviour

Better cycling provision

Restrict the amount of beach being taken, take nothing from Eastcliff to Spray Point. Guarantee the coast path access. Ensure the work is environmentally sound and everything is done to protect wildlife and the marine environment

Loss of beach area should be reviewed but safety a consideration.

Provision of cycle paths for access to Dawlish

| |
|---|
| 1, Keep the loss of beach to an absolute minimum following the more environmental studies as due. |
| 2, Make provision for a cycle-way in addition to the proposed inland route, walkers and cyclists can co-exist on the same path, EG. the Exe Cycle way as existing? Why shouldn't cyclists have the option of experiencing the undoubted views to be offered with the scheme. |
| 3, Sloped ramp access to the 2 beaches for less able bodied people to access the sand. |
| 4, Don't adversely change the overall plan. |
| Possible artwork on concrete |
| A pity the cycle route no longer included (cyclists will try to use the planned path anyway...) |
| Please think of future generations and maintain/enhance nature + beauty. |
| By not including lighting |
| I would like to know what the geology of the cliff faces are. |
| Better landscaping, more sympathetic materials - huge concrete monolith in red sandstone landscape. |
| To leave untouched much of the current beech as possible |
| Priority is safe railway route, but essential to protect beach and natural environment as much as possible. |
| Keep the beach, build a rock tunnel. |
| 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? |
| Concentrate on securing and stabilising the cliffs, check with local experts about the tidal conditions and currents before even thinking about moving the line out further! |
| Do not destroy the old sea wall. Put breakwaters off shore. Strengthen the cliff face. |
| By building a storm tunnel over the railway and not by destroying the beach, polluting the waters, destroying fish and lobster stocks and tourism. Your plan is devastating but the cheapest available. |
| These are leading questions. Asking people if they support improved amenities garners support and can be included in statistical analysis in support of the scheme in it's entirety. If an acceptable scheme can be devised and amenities are improved as a side benefit so well and good. But the overall scheme itself is the point here: NOT any side benefits. |
| If it has to be, then the additional coastal path and amenities sugar the pill. |
| Can't see how they could be |
| Provide a cycle path within the current plans (i.e., beside the sea) rather than finding a route inland. Such a scheme has worked successfully at Lyme Regis and could be incorporated here to enhance leisure and tourist facility. |
| By not taking the beach |
| including cycle path with good rules/barriers to avoid conflict with pedestrians |
| Please keep closure of Smuggler's Lane to a minimum. Preferably continually open during construction. |
| Been to consultation and worry about impact on marine, fishing |
| Think the plans are the best available |
| More greenery and flowers |

| |
|---|
| Create permanent 100m beach from Parson's Tunnel protected by sea stone revetment. |
| Include a cycle path with it |
| When reinstating the large "TEIGNMOUTH" sign - could you have a similar "DAWLISH" one at the entrance to Dawlish, or somewhere at the Boundary between Dawlish and Teignmouth or next to the TEIGNMOUTH sign (on the Dawlish side of it obviously) at Sprey point? It could be a nice feature, highlighting the towns along this stretch of railway/coast path. |
| Palm trees planted along the line and the coast path. |
| Ensure native weeds and shrubs are planted on cliffs |
| Dye the concrete colour of rock. |
| I think the amendments made to the original plans are now correct and improved to allay any fears |
| Cafe or more picnic spots. |
| Toilets at bottom of Smugglers Lane |
| Make sure it doesn't overrun as a project so disruption as short as possible. |
| Link coastal path to top of cliff to make a circular route and avoid main road for walking. |
| You have addressed my concerns i.e. access at Holcombe Beach |
| I think you have got just about right |
| Improved appearance - less grey concrete, better pathways and less intrusion onto beach. |
| Want to make sure you minimise environmental impact as much as possible |
| EASIER DIRECT ACCESS FROM SMUGGLERS LANE TO BEACH. PRESENT PLAN APPEARS RESTRICTED FOR KAYAKS AND PADDLEBOARDS. |
| I think you have done a great job. Personally I really like the new footpath arrangements and believe they will be a great improvement. Yes some beach is lost but for much of the time this is under water even now! |
| Retaining something of Brunel's heritage would be welcome. |
| Maximise the amount of beach retained |
| Sympathetic use of colour/facings etc to soften the "brutal" concrete finish on the model. |
| The Network Rail maintenance access path across the tops of the cliff revetments would make an ideal fitness trail. I quite understand that initially you'll need to keep a close eye on things, but after a while I'd hope this might become more widely available for use. As an able-bodied person of a certain age, trying to shoe-horn enjoyable exercise opportunities into my lifestyle, this more challenging path could be a big bonus - not to mention offering great sea views. The accessible path is great - in fact the whole scheme is a great answer to both the topographical and the political challenges - but I quite often don't want everything made too easy for me, physically. Something that gives a sense of achievement would be the icing on the cake. |
| The plan as it stands in it's revised form is the best solution to the problem and fit for purpose in every respect. |
| Don't Know |
| Scrap the current NR plan, provide EIA's during consultation not after, seriously consider stabilising the cliffs, provide proper drainage at the top of the cliffs. Consider retaining and maintaining the current sea wall structure with a raised sea wall. |
| Basically consider rock islands off Holcombe and Teignmouth Beaches in the shallow water (unsightly but effective as at Sidmouth) which would maintain and preserve the existing marine topography and ecology. |
| There is NO need to essentially take away two beaches at a iconic site. |

More beach should be left to provide a more natural environment to enjoy for mental well-being. Walking on the sand is very relaxing and therapeutic, this "amenity" cannot be replaced. Natural rockpools and the possibility to walk around Sprey Point during very low tides should be preserved, as this is a unique experience. More aesthetic design of new sea wall, not just ugly characterless concrete. Victorian-style lighting and features along the sea wall in keeping with the heritage of Teignmouth and to create points of interest. Red colouring should be added to the wall to give it the red-cliff look. Cladding of wall with original Brunel wall rock. Creation of a Dark Sky viewing platform at night to attract visitors with possibility for holding talks on how sailors used to navigate by the stars. To compensate for environmental impact, creation of an underwater seagrass rainforest like at Torquay <https://www.livingcoasts.org.uk/explore/news/detail/new-partnership-to-help-bays-underwater-rainforest>.

Incorporation of artwork and participation of local groups and schools to create features (mosaic, sea-themed, environmental, wildlife, heritage).

By listening to the people who live in Teignmouth and Holcombe.
Less loss of beach and less concrete!
Revise your plans!

The funds made available for this project can we used to maintain the existing sea wall and railway.

Innovation.

Although there is an improvement on the scheme i viewed and commented on back in 2019. The designs still seems to be taking a lot of the beach on the Teignmouth side of Spray point, which isn't even be the part of the cliff with a high hazard of falling.

The design does not enhance the beauty of the area, as the original Brunel line does. There has been no environmental impact reports, or any information on the effect on Teignmouth's economy during and after the resilience work has been done.

I am also still unhappy that the graphics and models are not true representatives of the work, amount of beach which will be left, or what the area will eventually look like, as you seem to have omitted making it look like the actual landscape it will be situated in.

I am asking you to totally reconsider your project proposals, which I believe are fundamentally flawed. You cannot provide (so far) adequate data re topographic effects on a vulnerable stretch of coastline with dynamic sand shifts if the proposed plans go ahead. Promising again to release environmental impact assessments after public consultations is not acceptable, the proposals really feel like a sledgehammer to crack a nut. I suspect the plans are more for the benefit of saving costs for NR than the overall benefits for local residents who will continue to live in a town blighted by loss of beaches, tourism and marine environments, because NR are not open to considering alternatives. It is very hard to be convinced these plans are appropriate, with presentations of inept presentations using unrealistic models and CGI videos.

I as much as anyone agree there needs to be resilience built into the current line particularly at a time of Climate emergency and projected sea level rises, as like many others I am reliant on this railway.

I ask you to reconsider these project plans, and adopt a far more collaborative approach to preserving this iconic stretch of railway and a irreplaceable marine environment.

Less concrete, more beach.

I don't think you have done enough research in to the consequences of such a massive structure and how you can say it won't affect the beach beggars belief

Alternate methods of securing the cliffs which apparently are the issue have not been examined and not put out for consultation. Network Rail's plan will destroy the town, take away the beach, loss of business's, pollution, destroy wildlife. An alternate solution needs to be found.

Scrap them and create a new scheme which has no negative effects on the town

As a Teignmouth visitor I strongly object to these plans.

As a user of the railway and a regular dog walker on the beach I am sympathetic with the problems Network rail have with the danger of the cliffs, but I do not think the proposed changes will be good for the area for environmental reasons and leisure reasons too. There are many homes being built in the area, growing families and communities that need outside space for leisure. Holcombe beach is busy all year round with dog walkers and families enjoying the sea and sand. This project takes away a huge chunk of public outside healthy space.

Looking at the project of the sea wall at Dawlish where they have run into difficulties with the foundations with moving sand that is going to add millions to that project. I can see similar problems arising from the proposed work. It is a huge task and the sea bed, sea, sand is unpredictable. I think network rail will find they will run out of budget very early on.

Surely, scaling back the cliffs is a simpler cheaper option even if it means compulsory purchase on some housing?

The beach here is a unique and beautiful asset, which has been enjoyed by many generations. To lose it is unthinkable, and would cast shame on anybody with responsibility for allowing this scheme to go ahead as currently proposed.

Concentrate on the cliffs, they can be contained

I am very concerned and unhappy about the proposed resilience works between Parsons Tunnel and Teignmouth. To be clear I live in the local area but I also commute for work by train to London every week via this stretch of railway and have been doing so for 10 years. I remember the storms and damage from 2014 very well and therefore I appreciate the importance of this route. Yet, I am unconvinced by these plans and would like to register my strong objection to them.

First of all it is simply tragic to consider a loss of the beach. My family and I are regular users of this stretch beach and the current plans will essentially remove the beach forever.

Second of all I am not convinced enough is being done to maintain the cliffs on an on going basis - I would expect that keeping up maintenance together with the relatively infrequent occurrences of events such as 2014 would be an acceptable way to keep this line operating.

Third, I understand the environmental impact assessment of building such a structure (to flood defences in Teignmouth and Shaldon and to the tidal flows and wildlife) will not be available until after the public consultation on these works is concluding. If so, I don't understand how people can be asked about these plans without such an important consideration being taken into account.

By regrading the cliffs and leaving the railway where it is.

By using breakwaters offshore instead of the huge rebutts

By not losing the beach

Retain the existing alignment and sea side walkway suitably maintained. The resilience work can be done and previous problems have arisen due to NR and their predecessors not adequately managing the risk.

Keep Brunel's wall, it should be listed. You'll concrete 100 years of heritage away. Take some of the £billions overspend from HS2 and come up with a better plan. You appear to be going for the cheapest option

These should be seen as 'nice-to-have' ancillary benefits to the main project. By giving them undue prominence on this site, & at the consultation events, it does feel to me a bit like a deliberate distraction to the main issue for the local communities; the significant loss of beach.

I am a resident of Teignmouth and as such, my family and I are regular users of both the Railway (my son uses it daily to get to school) and the local beaches, including the beautiful stretch of beach from Teignmouth to Holcombe.

Both the Railway and the beaches are ingrained into our way of life; therefore, I am shocked to find out that Network Rail feel that the only way we can keep the railway as part of its Resilience program is to concrete over a large section of our beach. This will affect not only the environment and the economy of the town, but also surrounding areas due to effects caused by the movement of the tides that would cause drastic change to the coast line.

I understand the need to stabilise the cliffs from potential landslides and that part of the proposed plan hopefully eradicates the issue. I do not, however, see how the current plans which will move the track further out to sea will not, in its own way, cause a risk of just as potentially disastrous a situation as cliffs falling. This time it could be caused by the rise in water levels and the increase in the frequency and strength of storms, which we are already seeing happen due to global warming. I would like to point out that over the 13 years I have lived in Teignmouth, we have had numerous times each year where the weather and high tides have stopped or reduced the number of trains running on the line. There has to be some way to protect the railway from the cliffs without moving it out to sea; Avalanche shelters, which are planned to be used between Dawlish and Holcombe, could be extended?

The current plans also run a huge risk to the surrounding coast line and beaches. We have already seen the effect on Dawlish Warren of sand erosion and the current proposal for the Teignmouth railway improvements will be equivalent to coastal erosion on steroids. It is bound to affect the main and back beaches in Teignmouth, the mouth of the estuary and Shaldon beach and beyond. It will also destroy large amounts of inter-tidal flora and fauna including a number of endangered species, all of which could be saved with a more sympathetic approach. If the Train has to be moved away from the cliffs, surely a viaduct could be a viable option?!

The huge effect on the tidal path of water along that part of the coast line can be expected when you have removed a sandy beach, which is capable of absorbing enormous storm forces and a natural barrier to protecting the coast line. With the loss of Sprey Point, which breaks the flow of the movement of the tide, potentially meaning that the movement of water could end up flooding the lower part of Teignmouth. This was something that was considered in the construction of the original railway by Isambard Kingdom Brunel. The movement of the tide is bound to cause the build-up or loss of sand on other parts of the coast line and at the mouth of the river. This is bound to have an effect on numerous businesses: from Teignmouth Port, to local fishing boats, musselling, water sport company's, as well as the huge number of people who use the mouth of the river and along the edge of the coastline for water-based leisure pursuits.

The loss of the large section of walking beach in Teignmouth will have a huge effect on the local economy, especially in the winter, when it is one of the main draws to the town. You only need to come on any dry (and for the hardy, wet) day to see that the walk from Teignmouth to Parson's tunnel, along the beach and on the sea wall is busy with people of all ages walking along. Although the current proposals do offer a walk way along its length, we will have lost the walk on the beach enjoyed by all, especially those with dogs, and those walking along the wall will no longer have that stunning vista of beautiful beach, historic sea wall and beautiful cliffs. Instead they will have a concrete monstrosity jutting out to sea!

If the loss of the beach, as we fear, will stop people from walking that stretch of Teignmouth, it will reduce the number of visitors to the town. Not everyone comes to play on the main beach, a lot come for the long walk to Holcombe. The reduction of visitors, especially the loss of dog walkers on the

beach, and coach trips which regularly stop in Teignmouth all year round could have an adverse effect on the local economy. After walking along the sea wall, visitors often like to stop at the local cafes, bars and shops. These will feel the full economic impact of the loss of custom. This in turn will affect the overall economy of the town, and that is a slippery slope!

But it is not only the views which will be affected, for me and many like me, that part of Teignmouth beach has offered me a space in which to recharge my batteries and take time to sort through issues effecting my day to day life. Whether walking on the beach, jogging on the sea wall or even watching my son play along the shore line as he has grown from a toddler to teenager. These plans will affect the tranquillity of this area and will remove a natural support to health, both physical and mental.

So please, please, please can you work with Network Rail so they come up with a more sympathetic solution. One that meets the needs of the Railway and locals, and one which we can all be proud of for generations to come!

If nothing else you owe it to the memory of Isambard Kingdom Brunel!

I am writing to object to your latest proposed plan to improve the sustainability of the railway line between Parson's Tunnel and Teignmouth. I will do so on a number of counts.

A number of days ago I walked along the railway path between Teignmouth and Parson's Tunnel, it was dropping dusk when I returned. The walk had been beautiful, peaceful and relaxing at the end of a busy day. The sea was flat and lapping gently, the sun was dropping behind the horizon, the birds were singing, people were running, walking their dogs on the beach, children were playing in the water and the trains were running along the track but the Network Rail's current sustainability plan will destroy all of that!!!

The Iconic beauty of the coastline

The stretch of coastline between Parson's Tunnel and Teignmouth is one of the most beautiful in the country, the nearness of the sea, the soaring cliffs, the wildlife and it's habitat all to be lost forever, THERE MUST BE A BETTER WAY

Teignmouth as a Seaside Resort

The current Network Rail plans will destroy Teignmouth as a seaside resort. Holiday makers come to the seaside for BEACHES NOT RAILWAY LINES. Network Rail's current plans will end Teignmouth as a holiday destination. THERE MUST BE A BETTER WAY

The Amenity

Network Rail's will destroy the beaches adjacent to the proposed redevelopment, people will not be able to walk, swim, build sand castles and play with their children on the beach. THERE MUST BE A BETTER WAY .

The beautiful Cliffs and wildlife

Birds were singing, buzzards were soaring, insects were flying, badgers were in their sets, foxes were in their holes and species too numerous to mention were hidden from view but all essential to the beautiful ecosystem of the cliffs and surrounds. THERE MUST BE A BETTER WAY!

The sandy beaches.

Hundreds of thousands of people have enjoyed the sandy beaches over the centuries, with Network Rail's plan there will be no sand left on the tiny piece of remaining beach as coastal drift will strip away all the sand as wave patterns are changed. THERE MUST BE A BETTER WAY!

Outdoor Gym

As I walked, joggers jogged, runners ran and pushchair pushers pushed along the sea wall footpath, with Network Rail's plan this will not be possible to do these activities beside the sea, THERE MUST BE A BETTER WAY

The railway line must be sustainable

From the advent of railways, the railway, the beaches and the cliffs have cohabited successfully but the current plans will change all that. The rail link is essential but THERE MUST BE A BETTER WAY

It's a tough job to accommodate all the above but it is possible. If the current plans go ahead then in 10 years time everyone will look back and say "Why did we do it like that" In 10 years time the current plans would not even be put forward as new techniques and technologies emerge. FIND THEM NOW, THERE MUST BE A BETTER WAY THAN WHAT IS CURRENTLY PROPOSED

No barrier wall on edge of seawall. seawall doesn't need to be wider. 8.5m wall when coming under bridge at Holcombe not nice.

Definitely no parapet wall and footpath doesn't need widening. Only measures against landslide are required to cliff sections 8, 9, 10, 12, 14 & 15 which could be achieved with cliff strengthening.

[Note: respondent has divided Q.3 into a - do you support the creation of new coastal paths and amenities, and b - as part of the overall proposals to increase railway resilience]

Do not ask closed questions. Putting a+b together is a trick as are these two lines.

By not extending the line away from the cliffs but eroding the cliffs backwards.

By not concreting over any of our beautiful beaches

Don't take the beach. Let us have the walkway above the beach.

More importance given to local government on issues

Don't take the rail line out to sea. It will soon be overwhelmed by rising sea levels. Support only that part of the cliff that is in need of it. Repair the existing sea wall and add glass infilled railings to increase the height

restore groins and fill with sand

caveat: only strongly support based on the proposals, but do not support the current proposals or anything vaguely like them.

Trees, shade.

By... not doing them actually. There hasn't been a rock fall in the last six years. Even if there is one later today, this is a coastal railway. Just as occasionally livestock get onto tracks that go through farmland, or snow blankets rails further north, the environment will always have a natural impact.

Flattening areas of the cliffs a little, and controlling the nature of the vegetation that grows in problem areas will reduce the risk of rock falls. In places such as the Swiss Alps railways are protected with covers, which could also prove useful.

As for potential damage by the sea to the rail, this tends to take place at Dawlish, which is a different stretch of coastline than the one the project is focussing on. The further out the railway is pushed the more the full force of the sea will be brought to bear against the rails, as the sea floor quickly becomes deeper the further out you go. There is a reason Brunel put it snugly against the cliff base when he designed the railway.

So, for how the plans could be improved so as not to destroy the resident flora and fauna, I recommend bringing in new experts, as experts do not always agree.

You could have kept up with repairs rather than letting it fall apart due to lack of maintenance

The current proposal involves a great loss of amenity. We cannot fall into the trap of this being a false choice between Beach or railway - we need engineering solutions to have both.

The construction of this scheme will leave a colossal carbon footprint and will destroy sensitive marine habitats.

Other solutions which keep to the existing rail alignment have the problem of perhaps significant disruption to rail services. This would be temporary but could be of many months or even a couple of years. But it has the big advantage that there would be no permanent loss of amenity.

Network Rail's ugly and incongruous design annihilates the railway heritage and the unique character of this beach, which draws visitors from near and far. The beautiful beach and Isambard Kingdom Brunel's historic sea wall between Teignmouth and Holcombe will be gone forever under the current proposal. The sea wall is as historic as the Royal Albert Bridge over the Tamar and the Clifton

Suspension Bridge, but the proposal is both sub-optimal and brutalist in design. Teignmouth Beach, with its open sea aspect framed by the towering red Devon cliffs, is possibly the most visually outstanding part of any journey on the iconic train route. Network Rail needs to consider the environment and heritage by conserving, not destroying the mile of beach from East Cliff in Teignmouth to the Parson's Tunnel at Holcombe.

Beach – there will be considerable loss of beach habitat along the length of the site.

The proposed works have a suggested life expectancy of 100 years based on UK Climate Projections 2018 (UKCP18). The current 'big wall' design has been targeted at the cheapest form of 100-year protection but since the projections for climate change impact are highly variable, a more holistic, flexible approach should now be considered. Significantly the maximum track level rise of 1.21m is only 6cm over the UKCP18 high emission scenario for London in 2100. With the additional suggested intensity of storms, this makes a 100-year life appear optimistic. Providing the new line survives for 100 years, given the current route is 180 years old, and with continuing sea level rise, this project would appear to be only a temporary fix for a very long-term problem, which will have significant impacts.

The climate emergency is one of both climate and biodiversity with many of the solutions for climate change coming through restoration and re-creation of natural and semi-natural habitats. Proposals should seek to tackle issues around climate alongside securing nature's recovery.

The coastal waters of south west England are important for a number of marine mammal species, including a coastal population of bottlenose dolphin, a Lyme Bay population of white-beaked dolphin, with other dolphins, minke whale and grey seal regularly seen. Noise, vibrations and sediment are all likely to impact a wide area of Lyme Bay, affecting these species. Also the area near the site, is a nursery area for inshore fish species, particularly mackerel. The sedimentation of seabed habitats, sediment plumes, noise and vibration are likely to impact these species.

Sensitive marine species protected under the Wildlife & Countryside Act 1981 including pink sea fan are found near the site. These are sensitive to sedimentation, boat traffic, anchoring and changes in water movements.

The proposed works will also impact upon a wide array of terrestrial species, mainly through the impacts to the soft sandstone cliff areas. Species groups impacted include bats, birds, mammals, invertebrates, and plants.

Records show that European otter use the Holcombe Stream. Otters also frequently use coastal waters for both hunting and moving between watercourses. The new sea wall will block access to the Holcombe Stream for otters. A new sea wall should retain an opening suitable for the movement of otters and fish.

Look at the many alternatives to destroying the beach and sea wall.

Simply to not go ahead with your current plans to obliterate a large area of coastline and to maintain your aim to re landscape the cliff areas with minimal impact to the rail service.

By not destroying even more of our beaches than the terrible plans show

Shore up the cliffs. Plant trees etc.

Do not pour thousands of tonnes concrete to form a new line simply to avoid closing the line short term.

It will destroy the environment and the town of teignmouth.

Sledge hammer to crack a nut.

Focus on high risk area only.

Please let me have details of why rock shelter extension not viable up to and through high risk area.

Focus on area from tunnel entrance to Sprey Point only.

Take more account of local needs. Dawlish was a huge missed opportunity to do something lasting and that impacted positively on the town. Your works there will be massively over cost because you didn't listen to those who live there and know. The sea is stronger than your engineers credit. The designs in Dawlish are not going to work. A harbour would have given greater protection for the railway and would have been a positive thing for the town.

You are making the same mistakes with this section. Cheapest option and never mind how it impacts on those of us who live here.

Thank you for the opportunity to comment on the Parson's Tunnel to Teignmouth rail scheme through your documents and consultation meetings, which I attended.

As a regular rail user, and a resident in Teignmouth for the past 20 years, I certainly wish to see the line maintained into Teignmouth with a safe and reliable service and I am very glad that it was decided not to realign the mainline inland.

However, I do have deep concerns about the current proposals and my response is as follows:

Cliff Regrading

Without a doubt, my first choice would be to keep and maintain the existing Brunel seawall and beaches. I don't understand why, if the cliffs are the real problem along this stretch, it's not the cliffs that are receiving as much attention as the reclamation solution is. The recent stabilisation works seem to have proved successful.

Reading the Phase 2 Options Assessment Report, it states (p25) that 'a cliff regrade option for all or part of this section could be effective at mitigation of deep landslide hazard and building resilience for the future'. Yes, it also states that 'it is likely' to have a major impact on the local topography but then says that the road and cliff top properties 'may' be impacted, not that they definitely would be.

Moreover it states that to continue safe operation of the line a regrade scheme would have to be built top down – not that it couldn't be done without closing the line. Yes, there is the disposal of large volumes of material, but I cannot believe that would be any more challenging than building a huge concrete reclamation scheme. I strongly believe the cliff regrading approach should not be dismissed at this early stage and that much more of the world-class expert thinking should be targeted at seeing how cliff regrading can be carried out so that the existing railway line can be safely operated – in tandem with regular maintenance of the Brunel seawall and in partnership with whichever body is responsible for maintaining the beach groynes.

The Reclamation approach

I don't understand why, with rising sea levels and increasing frequency and ferocity of storms (as George Eustace has just pointed out), why pushing the railway line further out to sea is thought a resilient solution.

With the reclamation approach there is clearly a need for a truly thorough and honest environmental and ecological impact study with such a devastatingly huge scheme. I can see impact studies are planned into the process – but if this solution goes ahead and we are to lose our beach (and mostly we will) and have the seabed dug up, it must not destroy the town and other livings alongside it if the

other beaches are swept away and the harbour silted up as some are suggesting may happen. I am not qualified to comment on the technicalities of oceanography or the likelihood of longshore drift disasters, but I am able to read a feasibility study and it concerns me greatly that at the point of making detailed models, there's nothing substantial to digest on this issue. When the 'surveys and assessment of impacts' are completed in June 2020, these must surely be available for public scrutiny and official response between then and Sept 2020. Having them only available in September 2020 at the point of 'finalise all submission documents' is too late. I notice your consultation document is written as if there are no environmental impacts anticipated at all. I find that impossible to believe.

The remainder of my comments are made in the sincere hope that a less impactful approach goes ahead, but if this proves to be the chosen solution the brutalist look of the proposed new seawall (ie grey concrete) is awful. This is not the outskirts of a major London transport hub, this is the South Devon seaside. The colour should be taken from the surrounding cliffs – red/dark browns – and the surface needs to have some kind of coarse texture. I don't feel it should mimic/pastiche Brunel's old wall – it should be its own thing, but thoughtful high quality texture and colour are so obviously needed. I would like to see physically what is proposed before final submissions are made as part of the later public consultations.

It is not clear to me what the green cliff buttresses are made of. Concrete? If so, how do you know that depositing an enormous amount of concrete/material onto a newly established reclamation platform is going to be stable and resilient? How can it be easier to build enormous cliff buttresses than to undertake a cliff regrading scheme?

The coastal defence promenade seaward side wall will be 1.1m high in most places (whereas now the walkway is open to sea). I appreciate that today's H&S demands probably make an open walkway impossible, but is it possible to have stainless steel rails and maintain the 'open' feel of the present walkway – and which matches what else you see along the front at Teignmouth?

The 1.4m high fence atop the 0.6m wall on the railward side of the promenade. Again, can it be constructed to have a lighter visual impact, rather than look like a prison camp? I think the light-touch fencing on the buttress walks looks good and facilitates good views of trains – people love them, especially the steam variety, and this stretch of line is where you get unparalleled views of them, which is all part of the economic draw of Teignmouth.

I see the buttress paths are owned by NR and will be closed occasionally for maintenance work. Will there be some minimum closure clause otherwise it isn't an amenity at all – and yet it will be a really important amenity if the coastal defence path is to have a high fence on one side and a concrete wall on the other.

The famous TEIGNMOUTH letters. Why not put them on the sea-side of the widened part of the coastal walkway, much as they are now? People often have their photos taken beside them, but they can't in the proposed position I think? They seem to have been generally well maintained over the past 20 years despite being accessible to humans. I think we need something more convincing than NR 'endeavouring' to retain, relocate or renew. If they have to be renewed – please take and use casts of the originals– they have a certain irreplaceable character - modern lettering won't do. And why not accompany the letters with robust and appropriate coastal planting and make it a real pleasure to walk along the new front – rather than it looking like a prison camp?

Funding Commitment

Finally, but crucially, will funding be committed to the whole scheme or only in stages? If it proves more expensive than originally though (like HS2....) is there firm and unassailable commitment to the

public amenities that accompany the track – ie coastal defence walkway, cliff buttress walkway, sympathetic facing design as above etc? I greatly fear an HS2 moment when suddenly there is only the money to build the railtracks and Teignmouth loses its one of its beaches, its famous, historic walkway, its natural cliffs and their wildlife, its underwater wildlife, its trainspotters' paradise and its famous letters – a huge chunk of what makes our local economy work destroyed never to be replaced. I'd want water-tight guarantees this wouldn't happen.

I look forward with great interest to hearing about the next stages of the resilience proposals for Teignmouth's railway line. Thank you again for the opportunity to comment. I cannot believe it is not possible for Network Rail and Teignmouth to come up with a solution of world-class quality and innovation. It's not there yet, but I'm sure it could be.

Opportunities should be taken during modification work to create cycle paths, leisure amenities, etc but not within the context of the current proposals.

Aesthetically ugly. Wall needs to be improved

With less beach being lost.

By using the existing footprint and enhancing it, rather than destroying what is already there.

There have been no cliff falls since 2014 so why need anything.

Leave well alone and use the money to lower rail ticket prices

Leave existing sea wall as is. Continue to maintain cliff faces.

By you guys being far more respectful of the environment and taking account of the views of local stakeholders. What you are proposing will have a significant impact upon the local community - and not in a good way. Besides you are being economical with the truth. The most recent event that led to the line closure - and major repair of the railway infrastructure - occurred at Dawlish not Teignmouth. You should really be exploring the option of an inland alternative - or diversionary - route from Exeter via Okehampton and Tavistock to Plymouth whilst ring-fencing appropriate budget for essential maintenance of the coastal route. And acknowledging that the major challenge is to be found at Dawlish, not Teignmouth.

With less impact on environment marine life. Leave the beach as it is your plans will swallow it up. Our historic Brunel wall should be left alone .what you plan is very unnecessary . What about Sprey point and our famous Teignmouth Letters.

I have lived here all my life as my mum and me grandmother we hav always used this beach from children and walk weekly even now and with my children. There is an environmental crisis and your plans do not consider any if the marine life and habitats if this area. The whole place will be ruined with no beach left and a constant building machinery and mess just like what has happened on a small scale at Dawlsh Warren s nice mending the sea wall. That area has never been cleaned up and continues to be an eyesore and brings that part of the Warren down.

There are many other options, re-opening the inland railway track for example. Reinforce the sea wall by all means but the beautiful beach must be left intact, as it has been for hundreds of years. There are enough roads and concrete everywhere, leave this beach alone.

By not touching the beach and completIng a full environmental impact study BEFORE doing anything!!!!

The creation of an inland and the brutalist concrete will ruin this beautiful and world famous stretch of Brunel's masterpiece. The whole thing needs rethinking.

The plans can be improved immensley by admitting they are an ecological disaster. Put them in the bin and start again.

Your brief to the engineering companies should be ... How can we improve the resilience of the railway with the least possible impact on the environment.

I support [new coastal paths and amenities] just not at the expense of the beach.

Find a way to help the railway but without harming the environment (beach)

More sympathetic to environmental issues and impact of 8 years work on main beach.

By thinking about alternatives and support what local people are saying is important and not the London commuters seeking an improved service to stay in their holiday homes. With climate crisis upon us the environment is the most important thing here. Your plans will devistate local marine animals it will pollute seas and our beach es for yrs and yrs. Our seas will no longer be clean. You will be destroying an historical wall that should be saved and continued to be seen in it's beautiful sandstone and what about Sorry point and our famous Teignmouth Letters . What you are considering is just not necessary this is about money and capitalism when it should be about reducing our harm to the environment and keeping our identity for local people. I use this train service weekly from R my commute into work and back have done for yrs. I have lived in Teignmth most of my life as my parents and grandparents . You need to find kinder less harmful and less intrusive plans to upgrade if indeed this is necessary and money well spent. Where is the conversation about a breakwater. ?.

A cycle path could be introduced alongside the existing path. The beach seems somewhat detached from the everything and shouldn't be made to be even more isolated by improving other amenities

Open the rail line to Okehampton/Tavistock for winter/bad weather conditions

All measures should maintain the beach and natural landscapes.

Plans need to respect the existing sea wall and environment. Encasing in Concrete and losing the beach is not an option.

Revise the smugglers cove access.

There should be direct access under the old bridge to the beach.

The ugly unnecessary sea wall blocking the old bridge should not be built.

The ramp access to the beach from the sea wall should not be built (replace with steps at parsons tunnel end).

The network rail "builders yard" inside the old bridge should be removed, it is ugly and a blite on the cove area. If this was removed access arrangements to the beach under the old bridge could be revised and made much more attractive.

Network Rail Parson's Tunnel to Teignmouth Consultation Response Overview

- 1) Network Rail (NR) is conflating (a) the need to rightly realign the railway at Holcombe Beach, North of Sprey Point, due to unstable cliffs, with (b) their desire to modernise the track South of the Point next to Teignmouth Beach. The cliff risks can be fully mitigated without destroying Teignmouth Beach by extending the realignment South of Sprey Point.
- 2) The adverse impact of taking away most of Teignmouth Beach, adjacent to the town, and of the protracted disruption and barred access during the build process, would be enormous. The importance of this amenity to the economy and prosperity of Teignmouth is so significant that this can only be justified by an overwhelming case for change.
- 3) The weakness of the NR case for destroying Teignmouth Beach is in stark contrast to the strength of the NR case for realigning the track at Holcombe Beach.
- 4) The NR desire to 'improve' the whole section between Parson's Tunnel and Teignmouth must be viewed as a NR aspiration that is entirely separate to the proven need to only realign the track North of Sprey Point.

A. Executive Summary.

- 1) There is a strong case to carry out the proposed changes between Parson's Tunnel and Sprey Point, as the cliff in this section are unstable and dangerous. But NR has not justified the need to change the seawall or track alignment between Sprey Point and Teignmouth. I demonstrate in this response that it is clear that NR is vulnerable to challenge on their proposals in this latter section due to a weak and inconsistent case, to the extent that the extra cost to the public purse - and substantial community loss of amenity and cost to the local economy - of building a new seawall between Sprey Point and Teignmouth cannot be justified.
- 2) Network Rail can fully protect against the unstable cliffs without changing the latter.
- 3) While NR has treated the whole section between Parson's Tunnel and Teignmouth as one section with one solution, in fact the nature and magnitude of the risks between (a) Parson's Tunnel and Sprey Point, and (b) Sprey Point to Teignmouth, are very different.
- 5) it is also clear that the NR consultation process, and information given to the public, is flawed in a way that is highly likely to skew the result of the public consultation in favour of support for the overall scheme.

The extent of this imbalance is such that any supportive results of the Consultation should at least be regarded as suspect - or should even be discounted.

Details of the concerns are provided below.

B. Sprey Point to Teignmouth Proposals: a Weak and Inconsistent Case

- 1) NR has failed to demonstrate any substantial justification for realigning the track between Sprey Point and Teignmouth. The following headings reflect the reasons NR have given, in their consultation documents and during the consultation events.

2) Cliff Risk Factors

2.1) The cliff risk factors on this section (Sprey Point - Teignmouth) are all assessed by NR as either 'moderate' or 'low'.

2.2) It is clear that where the risk factors are 'high', NR has to take action to mitigate these risks: i.e. on the section between Parsons Tunnel and Teignmouth this is solely between Parson's Tunnel and Sprey Point as this is where NR has fully demonstrated the need for their proposed works.

2.3) NR's consultation says: 'The updated design... only moves the railway away from the most potentially hazardous areas of the cliffs'. This is absolutely not true. The proposals are to also move the railway away from cliffs that are entirely only 'moderate' or 'low' risk on the section between Sprey Point and Teignmouth. By NR's own definitions, therefore, this statement is not correct.

2.4) Elsewhere on the section of route between Dawlish Warren and Teignmouth, the cliff risk factors (as defined by NR) are mainly 'moderate'. In the sections between the five tunnels (Dawlish - Parson's Tunnel section) the risk factors are 'moderate' or 'high'.

2.5) If it is an acceptable risk for the railway alignment to be close to the 'moderate' or 'high' risk cliffs on the section North of Parson's Tunnel, it is inconsistent for NR to argue that the track alignment has to move away from the 'moderate' or 'low' risk sections between Sprey Point and Teignmouth.

2.6) Where the proposed new alignment merges into the current alignment towards Teignmouth Station, the cliffs are 'moderate' risk, and yet it is apparently acceptable here to have little or no displacement from the current alignment. If it is acceptable for the closest part to Teignmouth to have little or no planned displaced distance from the 'moderate' risk cliffs, why does it need a much greater displacement away from the 'moderate' risk cliffs near Sprey Point?

2.7) There is no history of significant disruption or danger from the cliffs between Sprey Point and Teignmouth. The geological factors causing cliff instability between Parsons Tunnel and Sprey Point seawards dipping strata - are absent in this section. Between Sprey Point and Teignmouth the strata does not dip seawards, hence the cliffs are significantly more stable.

3) Track Speed

3.1) When challenged at a consultation event, NR staff said that the new alignment between Sprey Point and Teignmouth is to maintain a 90 mph speed limit on the whole section between Parsons Tunnel and Teignmouth. It is currently 75 between Parsons Tunnel and the (down) approach to/ (up) exit from the curve North of Teignmouth Station, where it is 60. It is 60 through the five tunnels South of Dawlish.

3.2) It is not acceptable to take away substantial amounts of Teignmouth beach just to increase the track line speed. The entire NR case for their proposals is to make the railway safe and resilient. An arbitrary higher speed limit for a very short section is no justification to build a new seawall taking up much of the beach between Sprey Point and Teignmouth.

3.3) The overall journey time gain from a 90 mph (or even a 75 mph) limit on a section of little more than a mile is negligible. When viewed in the context of line speeds on the whole section between Exeter and Plymouth or Penzance, the line speed argument for a new alignment between Sprey Point simply evaporates.

4) Track Alignment

4.1) If the new alignment between Parson's Tunnel and Sprey Point (i.e. North of Sprey Point) needs to merge with/ continue into the existing track alignment between Sprey Point and Teignmouth (i.e. South of Sprey Point), at Sprey Point, this should not present any significant problems:

4.1.1) As the 'high' risk cliffs are well to the North of Sprey Point, the new alignment can taper into the existing alignment South of Sprey Point, at Sprey Point.

4.1.2) As the railway curves around the cliffs behind Sprey Point, the current curve will be reduced by bringing the alignment out from the cliffs North of Sprey Point (Parson's Tunnel - Sprey Point). It is likely that the existing 75 mph speed limit can at least be maintained with a reduced curve.

4.1.3) But if the joining of the new alignment North of Sprey Point to the existing alignment South of

Sprey Point requires even a 60 mph speed limit, the average journey time lost will be minimal in the context of the whole line westwards.

5) Raising the Seawall to reduce wave/spray overtopping onto the tracks and seawall damage

5.1) On the Dawlish - Dawlish Warren section NR are keeping much of the existing Brunel seawall, with some measures to reduce sea overtopping on the existing seawall. If this can be done there, NR have not explained why Brunel's seawall between Sprey Point and Teignmouth cannot provide the same degree of resilience.

5.2) The existing seawall between Sprey Point and Teignmouth has been much more resilient to wave/spray overtopping than the section between Dawlish Warren and Dawlish. This is likely to be due to a more shallow beach profile near Teignmouth, resulting in waves breaking further offshore.

5.3) If it is intended to raise the track on the new alignment to provide further resilience to sea wave/spray overtopping, this is not needed between Sprey Point and Teignmouth as history shows there is little disruption from these factors on this section, compared to the Dawlish Warren - Dawlish section.

5.4) The new alignment between Parson's Tunnel and Sprey Point (which I broadly accept is needed) is historically most vulnerable to sea action at the Parson's Tunnel end - which cannot be raised as it needs to start at the height of the existing tunnel track; at the other (Sprey Point) end of this section, Sprey Point will continue to offer protection if (at Sprey Point) the new alignment merges into the existing track section South of Sprey Point.

6) To summarise the above:

6.1) Network Rail have provided no justification to move the seawall away from the cliffs between Sprey Point and Teignmouth. However they have justified moving the seawall away from the cliffs between Parson's Tunnel and Sprey Point.

6.2) There appears to be no reason why, at Sprey Point, a new alignment North of Sprey Point cannot merge into the existing alignment in the section South of Sprey Point.

C. Significantly Flawed and Misleading Consultation Process.

1) There are significant and clear concerns in the Network Rail consultation process. These are so marked that the consultation process has to be called into doubt in the following aspects.

2) Different nature and magnitude of risk North of, and South of, Sprey Point

2.1) The Consultation should reflect the great differences, in risk and need for change, on the two different sections North of, and South of, Sprey Point. Instead NR presented the proposals as a single proposal. In effect NR are saying 'we need to deal with the dangerous cliffs North of Sprey Point, therefore the Community has to accept our desire to upgrade the whole section even though it is not all needed on safety/ resilience grounds'.

2.2) It is clear that, as a result of not reflecting the differences across these aspects, the consultation process is flawed to the extent that it should be regarded as neither fair nor likely to produce unbiased and accurate results. Under this weight of evidence, the process therefore needs, at the very least, to discount any views in favour of the whole scheme between Parson's Tunnel and Teignmouth - as opposed to analysing differences between the needs of the two sections North, and South, of Sprey Point, given the variance in strength of case for the proposals on these two different sections.

2.3) Given the lower cliff, and other, risk factors South of Sprey Point, relative to North of Sprey Point, it would appear sloppy at best, if not disingenuous, for Network Rail to pose key consultation questions on the single entire section between Parson's Tunnel and Teignmouth without teasing out these differences. It is highly likely that had NR done this, they would have obtained greater public support for the vitally necessary work between Parson's Tunnel and Sprey Point!

2.4) Given the great difference in justification for a new track alignment North, and South, of Sprey Point, any well-found consultation process designed to engage the community effectively and fairly

would have asked separate consultation questions on these two different sections.

3) Stated Impact on Teignmouth Beach (i.e. South of Sprey Point)

3.1) The NR consultation document says 'Some of the land that the railway sits on will be extended but the proposed scheme will not impact on a significant proportion of Holcombe and Teignmouth beaches'.

This is simply not true in relation to Teignmouth beach:

3.1.1) The NR computer graphic (CGI) 'fly by' shows Teignmouth beach at low water (low tide). This shows the impact of the new alignment in the most favourable light - but a light that is just not representative. Only at low tide is the statement true that most of the beach remains.

3.1.2) What would be representative is to show the impact at half tide. Half tide, by definition, would show the average state of the tide - and the average amount of uncovered beach taken away by the works. The fact that NR did not do this is sloppy at best; inadvertently or otherwise, it is bound to skew the results of the public consultation in favour of the proposals.

3.1.3) Teignmouth beach is significantly higher at the Sprey Point end and lower at the Teignmouth end. As the proposals take up more beach at the Sprey Point end and less at the Teignmouth end, The effective take up of Teignmouth beach is far greater than an assessment of surface area - and the CGI - shows. In fact, the area of beach exposed at half tide very neatly and almost exactly corresponds to the area of Teignmouth Beach that NR want to consume with the new alignment. The fact that NR did not take this into account in the CGI, or in their statements, is a further serious flaw in the degree of fairness in the NR consultation.

4) Stated Need to move the track away from the most hazardous cliffs

4.1) The NR consultation states 'The updated design: ...only moves the railway away from the most potentially hazardous areas of the cliffs'. This, again, is not true: yes it moves the railway away from the 'most potentially hazardous areas of the cliffs' North of Sprey Point, but it ALSO seeks to move the railway away from cliffs with a lower potential risk where this is not necessary on practical, operational or engineering grounds (see section B above).

4.2) The use of such a broad statement in relation to a section of the railway with very different risk factors is highly misleading. Whether by accident or otherwise, the result of this misleading statement on the overall consultation results is likely to have significantly skewed results in favour of ALL ASPECTS of the scheme - as opposed to the public finding in favour of only those aspects that are necessary to ensure a safe and resilient railway.

4.3) In the light of this, NR's stated wish to work with the community is questionable when put into practice. The need to deal with the unstable and potentially dangerous cliff between Parson's Tunnel and Sprey Point (and take up of much of Holcombe beach) is in stark contrast to the woolly justification for taking up much if not most of - Teignmouth beach. A consultation that really engaged with the community would have weighed the degree of need for the railway against the loss of amenity etc. for the community. Instead NR appears to have chosen to pay lip-service to consultation without taking into account the need to weigh up strength of case versus community amenity etc. loss.

5) Environmental Impact Assessment (EIA)

5.1) I was informed at a consultation event that the EIA has not yet been completed. A realistic consultation cannot be carried out when the full environmental impacts of the proposals are not yet known. Only when the true impact on all factors, including environmental impact, is known can a realistic fair and unbiased consultation take place where the public are able to take ALL factors into account.

6) The Reason for a Consultation

6.1) A public consultation of this type is intended, above all, to balance (a) the need for change

against (b) potential harm to the community. It is no surprise that there is a large community in, and beyond, Teignmouth, that values dear Teignmouth and Holcombe Beaches. One would have expected NR, as a public agency, to have taken on board the need for the process to tease out the differences, in need and loss, on the different sections.

6.2) As a more general point, there is something quite disturbing about NR - knowing that there is a strong case to take much of Holcombe Beach to make the railway safe and resilient - trying to applying that blanket case across the even more valued amenity resource of Teignmouth Beach, when a very different set of risks and circumstances apply there relative to Holcombe.

6.3) Given the enormous value placed by the community on Teignmouth Beach, the NR proposal would mean the entire beach is out of bounds for a number of years during the build process. This of course is added to the permanent loss of much of Teignmouth beach under the proposals. NR have failed to show a strong case for their proposals between Sprey Point and Teignmouth. In so doing, NR has simply not tried to properly balance these community desires against the degree of necessity of their proposals between Sprey Point and Teignmouth. In so doing I suggest this shows that NR are out of touch with what the Consultation process should be about.

7) To summarise, the extent and fundamental nature of the flaws in the consultation process are of such an extent and significance that it must be questioned whether Network Rail can be regarded as having satisfied their statutory obligations to carry out a fair consultation process.

D. Overall Conclusions

1) Network Rail can realign the track to avoid the unstable cliffs between Parson's Tunnel and Sprey Point without affecting the seawall South of Sprey Point.

2) Network Rail, while demonstrating an effective case for a new track alignment and seawall at Holcombe Beach (Sprey Point - Parson's Tunnel section), have failed to make a valid case for a new alignment at Teignmouth Beach (Sprey Point - Teignmouth section).

3) it should be feasible to realign the track out from the beach between Parson's Tunnel and Sprey Point and retain the existing seawall and alignment between Sprey Point and Teignmouth. Given the lack of a robust case for changing the latter section, Network Rail should now amend their plans to retain the Sprey Point - Teignmouth seawall.

4) Network Rail's consultation is flawed in a number of ways, each of which works to improve the results of the Consultation in favour of the overall scheme. Both the nature and the extent of these shortcomings must call into question the validity of the Consultation survey results.

5) Due to the very different nature of the two sections (Parson's Tunnel - Sprey Point, and Sprey Point Teignmouth) the Consultation should have reflected this in relation to the different imperatives and need for different balances between what really needs to be done versus the loss of community amenity etc. The process from now on needs to compensate for these failings so as to reflect these differences in order to ensure a fair final outcome.

We have recently attended your exhibition of your current proposals in Teignmouth Pavilions, and wish to make the following observations and objections.

We were not able to comment on your original proposals as we were out of the country when the consultation took place.

We understand from your staff at this years consultation, that you are now only considering one scheme, having discounted the remodelling of the cliffs, which would enable the railway lines to stay

in their present position. It would appear that this option was omitted due to the possible difficulties involved in carrying out these works, with possible disruption to rail services. Please can you give us an explanation as to how you arrived at this conclusion, and the technical details of the investigation you undertook. At the time did you carry out a costed evaluation of this remodelling option, and if so how did this compare with the costings for your current solution? It would appear that only certain sections of the cliffs would require extensive work, and some sections are sufficiently back from the line, or of such a profile, that they should not cause future problems. The geo technical work that you have previously carried out has proved successful in the main, and even your current proposals include an enhancement of this situation. Your staff were unable to say whether your evaluation had included a review of an extensive dewatering arrangement, starting away from the top of the cliffs. It would appear that the land slip which occurred in 2014, was caused by the "greasing" of the sub soil layers by the run off from the land backing the cliffs. How was this evaluated within your project review?

It would appear that you did not give adequate consideration to a remodelling proposal, but opted for a solution which was easier to evaluate/ cost. This does not mean that your proposals are either more cost effective or appropriate.

We find your current proposals are unacceptable, as on a number of issues they fail to prove that they provide a cost effective, environmentally sensitive or are a visually acceptable solution. If implemented they would destroy a heritage section of this rail line, decrease the available beach area substantially, and exhibit a brutalist solution in a visually sensitive area. We see little advantage in your proposed "enhanced" pedestrian access ways, cycle tracks, etc. the existing walkways providing good access, and the heritage area of Spray Point, with its Tamarisk trees and seating area would be completely destroyed.

The lack of any current environmental assessment reports, means that no conclusions can be drawn on the possible damage that your proposals could produce, thus we do not see how your proposed timetable can be met. There are many interested parties who will have to be consulted, and much modelling work to be done, none of which should be carried out to satisfy some arbitrary timescale. Within the list of matters to be considered, we do not see any reference to the protected undersea "Church Rocks" site, how will the impact of your works on this area be evaluated, and who will be consulted?

We have used this railway for 70 years, and value greatly both the service and the visual amenities it offers to all travellers. The main problems in this area have always been caused by the Dawlish section, which once again we note you are trying to safeguard. To our knowledge the sea has never breached the existing sea wall in the section the subject of these proposals. The old rolling stock could deal with any waves and spray, and our journeys were rarely delayed. We are sad that your concept of progress, envisages such an expensive, insensitive solution.

We ask that you reconsider your current proposals, and produce a solution which contains a real evaluation of the alternatives available.

We look forward to hearing from you, and to seeing your revised proposals.

Substantially reduce the impact on teignmouth's beaches both sides of spray point

From what I could see of the model it looks very harsh, too much concrete

Really good landscaping required. Honest approach to hydrographic impact

By looking at options that may involve closing the line temporarily, inconvenient though that may be

Under the current proposal the railway line will gradually come out as far as Sprey Point with a 2.5m wall higher than the present one with the revetment extending 8.4m further out from the current Sprey Point.

My issues are ...

- 2.5m is very tall for the new wall - is this height really necessary? Suggest reducing this so not so prominent.

- What this wall will be made of is unclear. Concrete I believe was suggested. The current wall is stone and aesthetically pleasing. This is an important consideration and needs to be revisited

- The revetment on the model and the video is ugly and although I understand that this is an illustration this is a huge long, high embankment which will be a blot on the landscape. What materials are being proposed here and does it really need to be 8.4m further out from Sprey Point? If this or an amended proposal goes forward the materials and details need to be clarified before agreement is reached.

This is a most beautiful beach and is the jewel of Teignmouth - we will lose part of the beach and the lovely vista looking along it from Teignmouth.

What I have noted above is questioning the detail, this is not even touching on the damage to the environment, landscape, plants, animals, birds, sea life etc. which will be damaged, killed and affected, never to be the same again.

Loss of less existing beach. Consider avalanche style protection for existing railway line.

Move main route inland across moor for winter

Strongly disagree with present plan to lose most of our beach!

Less beach taken if at all possible. Ensure train is high enough above wall to get sea view

Create a tunnel and use large rocks as dawlsh Warren has to break the waves

The plans are not aesthetically sympathetic to the area. Short-term vision.

World class public realm detail. More nature conservation detail

It is really important to improve the resilience of the railway for the benefit of all residents and visitors to Devon and Cornwall. It also makes sound economic and environmental sense to take the opportunity to support new coastal paths and amenities as part of such a large investment and engineering project but I am very confused by the decision not to take the opportunity to also include a cycle path along this section. I asked about this at the viewing evening at Newton Abbot racecourse but the answers were evasive. We have been waiting so long for the connectivity of cycle routes it would be a great shame if this was delayed still further. I note from this webpage that there is an alternative inland route planned, if this is as a shared route along the road that will not encourage more cycle users and families which is what is needed for the health of the nation and environment. When you look at the success of the existing well connected shared use cycle trails such as the Tarka Trail, Camel Trail, Taff Trail etc it is hard to see why there is such resistance to completing the gaps in the Teign Estuary trail thus linking with Exe Estuary and Stover Trails. Couple this with arriving in Devon by train on a resilient efficient railway and we have the perfect solution to reducing car use and obesity for locals and tourists.

Cycle way must join up with Teignmouth estuary trail. Do not take so much of the beach. Save marine life.

Include areas of planting/greenery into proposed Sprey Point feature to soften it and reflect/echo existing shrubs and create a more natural look.

I write as a longstanding Teignmouth resident and rail user, who has attended a meeting and read documentation on Network Rail's project webpages as part of the Stage 2 consultation on proposed changes to the stretch of sea wall carrying the main railway line from Parson's Tunnel to Teignmouth Station. I am responding to Network Rail's call for feedback on the current plans.

Whilst I appreciate you want to protect the line from potential cliff falls, and we do need the main railway line to continue to run along the South West coast in the apparent absence of a feasible inland option [if only WW2 hadn't put the kibosh on plans back in the late 1930s], I am very concerned that your proposal still feels out of all proportion to the actual risk to the line at this point, given the work you have carried out in 2014 and since then to stabilise the cliff along that stretch.

I understand your main priority is avoiding lengthy rail line closures during construction by pushing the railway line further towards the sea to claim land from a sandy beach. This is why you are then having to build such a huge concrete structure to accommodate both the railway line and the materials and equipment for the construction whilst attempting to keep trains running. But how can you guarantee that this won't fail to make the railway more resilient in the long-term, given the increased risk from the forecast rising sea levels, and the stormy seas we often experience on this coast?

Network Rail claim the railway line on this stretch of coastline is not vulnerable to sea damage, but moving the whole structure further out towards the sea to accommodate cliff stabilisation work without rail line disruption will surely make the line far more vulnerable to the assault by sea conditions in the longer term. I have not seen this addressed at any meeting or in any of your online project resources, other than being brushed aside with a declaration that sea damage is not an issue on this stretch of line. My concern is your assessment is based only on the one major event that affected the line at Dawlish and Teignmouth in 2014, and its political fallout, and you are not looking beyond that, which you surely need to if you intend this work to provide resilience for 100 years.

Whilst to some extent I welcome the effort to avoid taking quite so much beach away in the revised proposal presented during Stage 2 of the public consultation, I don't see any evidence that the latest plan really addresses the already expressed concerns about potential impact on the town beach, the harbour and the wider coastline towards Torquay, of beach scour and shifting sands resulting from the proposed work, along with potential flooding to the town itself. I am therefore very concerned that there is to be no access for the public to a full detailed environmental impact assessment until well after the consultation is over, since the uncertainty around the impact of adverse consequences on the harbour, marine environment, the beaches (both Holcombe and town beaches), and the sea-water quality which could result from both the construction and final realignment of the new wall and line is the core of the matter in my view. The environment concerned is not just about the impact on the obvious physical one, but also potentially knock-on effects on the local economy of Teignmouth and South Devon of a decline in quality. Until we have the vital information on that, how can we possibly support the proposal?

At the consultation meeting I attended I asked about the carbon footprint of the proposed project, but was met with complete cluelessness, and the feeling my question was not taken in any way seriously, despite the declared climate emergency. I have specific questions that need answering on this.

☐ What materials you will be using during construction are likely to be deposited on the shore to be later washed up on our town beach, in much the same way dredged material from Exmouth Marina deposited on the beach at Sprey Point landed up on our town beach a few days later back in February 2018?

- ☐ What substances are likely to leach out of all that concrete you are proposing to use and into the sea and what's left of the beach? Where will all the water go from pumping in the rock and concrete to create your new sea wall?
- ☐ What is the extent of the damage that will be done to marine life on our stretch of coast?
- ☐ How much wildlife will be killed and buried under the concrete structure? Do you have any plans in place to avoid this?
- ☐ How will the 8 years of construction affect the local community and the coastal environment across the whole period it's active?
- ☐ How will the sheer weight of the new higher and wider concrete wall affect the sand movement? How is sand movement likely to affect the town beach and harbour? This is something we already live with to a great extent year-on-year, so any adverse impact from your plans would cause potentially serious consequences to the town.
- ☐ Where is all the seawater displaced by the reclamation of a large amount of beach by the new wall likely to go?
- ☐ What plans do you have in place for possible compensation demands you may face from local businesses being financially damaged by impacts felt during and after construction of the proposed railway realignment?
- ☐ How resilient will the new wall's concave concrete block facing panels be in preventing overtopping of predicted higher seas, when we know from experience they have often failed to do that on the Teignmouth Town Beach? They didn't prevent serious damage to the seafront in the 2014 storms, for example.

I also find it an act of complete vandalism to bury every last inch of Brunel's historic and famous sea wall under ugly and environmentally damaging concrete. I'm afraid the proposed solution's visuals - both computer-generated images and not-to-scale physical model - produced for the public consultation have given overall a very ugly and brutal appearance, not bearing any comparison with the current stone wall which complements the cliffs, beach and sea and whose use of locally-sourced granite and limestone blends far better into the natural landscape than concrete ever will. These visuals have not provided an accurate representation of how the proposed solution will actually fit into the real landscape, and it's not really been easy to see how this will provide 'improved' amenity - although I am pleased to see you addressing accessibility issues, as too often that is ignored. But despite NR trying to play it down, both rail enthusiasts and other visitors do come to Teignmouth specifically to see this heritage site of historic significance that you treat so casually that you silently removed its immunity. It's a definite attraction of interest over and above the amenity it provides. As such, it is an important asset to a small seaside town reliant on tourists and visitors of all kinds.

Communities in seaside towns literally live on the edge of viability for much of the time, both environmentally and particularly economically. Teignmouth has a lot of small businesses and sole traders whose continued existence is constantly perilous, as it is completely reliant on visitors to the area and the town, attracted by the natural environment in which the town is located. We have some lovely businesses here too, but any decline in visitors even for a single season can put them in real jeopardy. With the expected 8 years of major construction works along our seafront affecting the very thing that attracts visitors here, and the potential downgrading of the amenity available, we need urgently to have a detailed examination of the potential hit to our vulnerable local economy. How much this project risks costing our community must be factored in, and not just fall to us to deal with as the aftermath.

I don't see how your claim to be building in new habitats to replace those of the wildlife you will destroy is actually like-for-like, particularly for the marine habitats on and near the current shoreline which will be decimated. Rather more detail needs to be provided, but these sorts of answers have not

been available at the consultation meetings. That has been a big problem overall - you say you want us to ask you questions, but too often NR staff simply haven't been able to provide answers at these sessions, so have had to speak in very vague terms which fail to inform us adequately. That aspect of the consultation has been very poor, I'm afraid, given that a consultation is all about exchanging information.

Having worked in communications for many years myself until my recent retirement, I know about 'managing messages' within the public relations exercises that consultation frequently becomes. I also know how hard it is to deal with criticism from the public when you are being pressed to deliver a specific project with a lot of money and expectation riding on it. But organisations don't help themselves in these very sensitive situations by not engaging honestly with the people they claim they want to work with, and failing to brief the staff they send out to these events effectively. Regardless of your sincerity in wanting to know what people think, if you fail to provide vital information, and come across publicly as a 'bit shifty' in what information you will make available to the public, then you lose people's trust.

That's a shame, because large corporate organisations like yourselves, with the power to impact very significantly on the lives of communities and individuals, need to foster people's confidence that you won't just engage with us on a superficial level - or patronise us - but instead that you have our welfare at heart as well as your own, and recognise us not just as some amorphous anonymous body of the public, but as committed stakeholders and partners in the communities and environments in which we live, work and operate on a daily basis. I well remember how much we all admired and lauded the Network Rail workers who had to work so hard to fix the cliff failure in 2014. You were complete heroes locally! But once people have the impression that you're not that bothered what we need or think - not enough to inform us effectively - and that you are just using the pretence of being 'consulted' to soften us up to go ahead and do whatever you want in the end anyway, you lose all your credibility.

I am not accusing you of actually being any of these things, by the way, but you need to understand how your approach can be interpreted and end up trumping your actual words and intentions, and how damaging that is in these sensitive situations, for both sides, as it leads to poor communication and understanding of each 'side' involved, which is not at all helpful. It's very important that you really try to understand and acknowledge where people who live here are coming from and try to have an honest dialogue with us. People don't like feeling manipulated or ignored or patronised when so much is at stake, especially when it concerns their livelihoods. The public is wiser to these methods these days than they used to be, due to repeated exposure in recent times.

Ultimately, what is at stake for residents and businesses of our seaside tourist town is the bottom line for us all. What you are asking of us as a community is to take on the full force of the economic risk you don't want to take on yourselves, and without us even being provided with the full implication of what the impact of your plans will likely be on us, despite two rounds of 'consultation'.

I trust you will think again about exactly what you are asking Teignmouth to give up through the impact of your latest proposal and come up with something far less damaging both environmentally and economically, that involves a fairer share of risk across the interested parties, together with a more open and honest two-way conversation with the community at large.

I write to raise my serious concerns about your planned resilience works between Dawlish and Teignmouth.

i am a part-time resident of Teignmouth but also someone who uses the railway to get there so I totally understand the importance of keeping the line open for the entire West Country and it's economy as well as the commuters who rely on it. What I cannot understand is why most of the alternative options are not being costed and published for the public to share their opinion or express their preference, after all we are paying for this via our hard-earned taxes and the environment is paying an even greater price with concrete production and impact to the locality. The problem will be if you cover the amazing Brunel architecture and beautiful beach it will be lost forever and if you extend the existing wall by the proposed 30m it could have significant implications to the tidal system pushing the problem towards the towns of Teignmouth or Dawlish or further afield - that would not be acceptable and NR will have a huge public relations issue to deal with if new flooding starts as a result.

I am not objecting to resilience works but far more needs to be done to explore the other more sustainable options and to be completely open and honest with the public throughout the process.

We all have one chance on this planet - let's hope NR don't go down in history as villains.

Thank you

Problem is elsewhere on line.

Retain existing rail line and cut back cliff in a step shaped section.

Repair the existing Brunel's wall and grade the cliffs.

Keep pedestrian access open during work.

Cycle path along coast.

Reduce loss of beach

Retain the beach and put the trains in a tunnel

Preserve the existing wall and stabilise the cliff

Don't build on the beach, make good what is already there

Scrap plans and maintain the original wall,

Consider other options. Maintain the natural resource (beach)

Moving the railway line seaward is counterintuitive. Mr Brunel would not approve!

Move the line inland

A curved concrete wall curving towards the land, but then it curves back towards the sea. Dawlish Warren have one - it works!

Move line in-land

I want to see a new cycle path from Teignmouth to Dawlish

Using stone instead of concrete

By you not doing it please. I love the beach. Please don't take it away.

Less impact to surrounding area and environment.

Slope the cliffs and build a wall in front

reduce cold stark concrete walls next to all paths and walkways from Smugglers Lane up to rail level.

Continuation of some of the walkways. Consider promoting Teignmouth as a tourist area e.g. incorporate areas that could be used as art/sculpture trail, viewpoints, picnic areas, cycle routes etc.

Not sure why you need more than one path on the coast.

I visited with considerable interest the presentation in Feb 2020 in Teignmouth Pavilion and was impressed by the answers of the engineers etc. to my questions. Overall the plan appears from the aesthetic/environmental point of view considerably better than I feared!

Related comments:

1. I appreciate the retention in effect of the sea wall and its widening for safety reasons, e.g. wheelchair access - but is it TOO wide?
 2. I regret the loss of a section of beach, but appreciate the efforts to minimise this and consider the 2 sections left to be adequate in circumstance.
 3. I welcome, provisionally, the creation of a higher landward pedestrian route if I have understood it correctly.
 4. I would support the idea of a cycle path in-land as these can be very intrusive for pedestrians, including additional noise (conversations between cyclists are louder than those between pedestrians because of the distance between them!)
 5. Regarding the booklet I think the illustrations require labelling. Specifically I do not understand the third illustration apparently showing the railway line to the seaward of the footpath. Perhaps this is intended to show the upper footpath? If so, how high above the line is it? Certainly not as high as I _ the impression it would be at the presentation.
 6. Regarding my 'undecided' indications on the form, I am inclined more to 'agreement' and 'support' rather than disagreement but with reservations as indicated in my comments.
 7. The particular interest in Teignmouth is that
 - a) I was born and brought up here and formerly frequently travelled to and from it by train, eastwards as well as walking on the sea wall as far as Sprey Point and Holcombe.
 - b) As a historian I am interested in the Brunel origins of the line.
 - c) I still own property in Teignmouth and visit it frequently and have a high regard for the history and character of the town, including its scenic attractiveness.
 8. I have not been able to consult your full list of consultees - but I very much hope that among them would be RSPB and, particularly, the Devon Wildlife Trust.
- P.S. I am not quite clear as to whether the eastward view From Teignmouth Prom. would continue to include the distinctive Parson & _ . I hope it would - though I am well aware of the effects on it of erosion!

There must be a way to improve resilience without taking all the beach. To say that there will still be some beach left is nonsense.
Have you looked at avalanche shelters. Where are the environment surveys.
It is madness to move The line further out to sea.

You cannot stop mother nature from destroying the wall, tracks and the cliffs falling. Overtime it will go to waste of money.
You need to reopen an old line or create a new one and destroy this.
You are putting your workers at risk.

I live in the United States currently, but my family have lived in Dawlish for decades. They have been keeping me abreast of Network Rail's plans to build a very large concrete sea wall that will significantly diminish the beach at Dawlish and Holcombe. I am very sad to hear and read about this, because I always think of England as a place that takes environmental impact more seriously than this country. I would expect this rather heavy handed money driven solution from the US, but not England. How very disappointing. I do understand that some measures must be adopted, but something that retains the natural beauty of Brunei's wall, for current and future generations is more in order. It's not too late to amend your plans.

I am Teignmothian born and bred, not an engineer or surveyor etc. I do not want that beautiful beach decimated. Time to use alternative routes, as given weather patterns getting worse, nothing will change. You cannot interfere with mother nature. My concern is what will happen to tidal flow and how it will affect the area

The plans look sensible to me in light of the problems facing the transport network. I would like to see more thought given to a barrier reef out at sea to reduce the length of fetch for storm waves and some sort of sand beach to reduce wave energy by run up to the structures. This can be delivered cheaply by pumping in sand from the off shore sandbank.

Move the track back to the north - Okehampton. You will never ever stop the sea - King Canute tried, I think you will get the same result.

The forthcoming storm - Feb 8 - 10. 2020 - may wreck all your plans, it will prove, yet once again that nothing eventually stands in the way of the sea.

I must ask if the same designers/engineers are involved in the plans for Teignmouth that have 'improved' Dawlish Warren?

I consider this questionnaire to be 'skewed' in BR's Favour. Ask skewed questions, get skewed answers.

You have mentioned stepped access to beaches

This is not suitable for disabled people and you need to have at least one slope or equivalent disabled access.

We all need to understand from modelling the effect on Teignmouth Town Beach

Widening of the new path between Smugglers Lane and Sprey Point, and the sea wall Sprey Point to Teignmouth to provide a cycle path. This would be far more preferable than creating an inland cycle path because this will not have the same coastal views.

Fine as they are

Construct a "strong tunnel" at the area of the rail track where cliff is 'fragile'

To try and retain as much beach as possible

Seems to be the only option.

Introduce a breakwater or reef to lower impact on land

Not such a big wall. Would like a tunnel or overhead protection.

I am writing to say how saddened I was to read about proposed work on the sea wall at Teignmouth. Having spent many year coming to Devon on holiday it is an amazing place to come and walk and I know a number of people who use the beach and walk every day, it will be a loss to the tourist industry and to many locals who use beach every day.

I know of a beach in South Wales that was concreted over to help with tidal problems and this has not worked so it has been put back to beach.

Please listen to local people and to save environment for future generations to enjoy.

By not concreting over the beach and using tunnels etc

Extend this project through to Dawlish

Move the railway line.

Emphasise more clearly Plymouth, Cornwall and South Devon's need for railway

I want to add my voice to the many in the campaign to save Teignmouth and Holcombe beaches and the historic seawall from wanton destruction. Network Rail's current plans as they stand can only be regarded as environmental vandalism and, very possibly, are unlikely to achieve the aims of protecting the important railway line between Dawlish and Teignmouth.

I am not a local resident to the area but we do own a holiday chalet in Shaldon which is used by family and friends and let out to holiday makers during the holiday season. Everybody who uses the chalet, without exception, enjoys the beautiful walk along the sea-wall from Teignmouth East Cliff to Holcombe and back, passing or stopping at the lovely and peaceful picnic area at Sprey Point. It is impossible to overestimate the value this stretch of unspoilt coastline adds to people's lives, physical health and mental wellbeing.

We have owned our chalet and been regular visitors to the Teignmouth area since the summer of 2013, and saw the effects of the dreadful storms of early 2014. We were there and witnessed at close-hand the excellent work done by Network Rail at the me to stabilise the cliff faces, which appears to have been notably successful. Looking at the cliffs today, with their repopulation by shrubs, wild flowers and grasses, it seems clear that their surfaces have been effectively reclaimed by nature and we have noticed no further movement of any significance in the last 5 or 6 years.

I believe the thrust of your plan is based upon the assumption that the cliffs represent a greater risk to the integrity of the railway line than the sea. This seems counter-intuitive and distinctly short-sighted. As mentioned above, the cliffs seem to be very stable since your previous phase of work and you have shown yourselves capable of managing their risk very well. We regularly see on our TVs the scenes of a stormy sea breaking against and sometimes over the sea-wall – the sea is an ever present threat and with the growing effects of climate change and resulting sea-level rises this can only increase. Moving the railway line further out to sea can never be a sensible approach, no matter how high you seek to build the wall. The further you go into the natural dal range of the sea, the stronger the impact and threat from the sea will be and I suggest it will be almost impossible to predict the impact on the substructure of your new wall and the sand and strata on which it would stand. Remember the old adage "the bigger they are, the harder they fall" ! I believe that some experience of this very problem has already been shown at Dawlish.

I understand the vital Environmental Impact Assessment for your project will not be available until many months after your consultation process with the General Public. This clearly means the public will not be properly informed of the impact of your proposals until it is too late. I would suggest your project plans at the very least should incorporate a further round of consultation once the Impact Assessment has been made available.

The fact that your plans suggest a construction period of up to 8 years is in itself a clear indicator of their heavyhandedness. As can be seen from other major projects such as HS2, the longer a project takes, the greater the costs become and the harder it is to predict and contain the risks or the costs. And of course the threat of damage by winter storms to a partially built structure would be enormous. It would be easy to foresee a point 2 or 3 years into the project when a major winter storm makes it apparent that the project objectives are not going to be achieved and Network Rail find themselves in a position where it is extremely difficult to either move forwards or retrace your steps.

The proposals as they stand will savagely blight the town of Teignmouth and the neighbouring area with its dependence on the tourist economy, throughout the building phase and thereafter for evermore. Many thousands of people, both local residents and visitors, will bear witness to the

devastation caused to the local landscape.

The name of Network Rail, and possibly even your own names, would be forever associated with an infamous and disastrous project that brought misery to thousands of people and still did not achieve its ends.

Please THINK AGAIN !

Teignmouth -Destruction of Brunel's Wall and Beach

It is with great sadness that I have to write this letter. I cannot believe the proposal that network rail is advocating for this part of the coast. I do not think you realise the consequence to so many people of losing this beach and historic site and you really should take notice of the impact you will have. I strongly object to this plan on the following grounds

Weak evidence base.

I have been a tourist to Teignmouth for over 50 years and my family for many years before. My dad talks about war time bombing raids over Teignmouth not cliff falls. There has never been talk of the worry of the cliffs, rock falls or similar. It is like you are using a sledge hammer to crack a nut. Even the recent weather has not brought down the rocks. Is it the usual thing with big companies, you don't want the maintenance of the rock and the wall so therefore slap up a giant concrete bunker -jobs done?

The destruction of the area.

Whenever you look at iconic railway journeys, this is it. To travel along this section of the coast is beautiful and the aesthetic quality of Brunel's wall cannot be seen in other places. There is something special about this walk, which will not be recreated with your plans. What gives you the right to destroy a beach? I live in the Peak Park where we protect our environment and not destroy it; I wish you were trying in this area as you would fail. It makes me really angry that this area is not protected in some way to stop your wanton destruction.

Destruction of Tourism.

I, for one, will not want to return to Teignmouth as a holiday destination if this goes ahead and I am sure I would not be the only one. I have holidayed in Teignmouth nearly every year since I was a baby and it is my 'happy place', you may scoff at comment like this, but to arrive at Teignmouth, get chips and walk along Brunel's wall to Srey Point, sit on the Teignmouth sign, where you can see out to sea in all directions and hear the waves: you are on holiday. The train sweeps behind you as it disappears into Teignmouth or through to Holcombe tunnel. As a runner I love this path, waves crashing, the red brick and the openness of that space. When I was a child we used to walk along here and then return along the beach, using the clever steps to return to the path as the sea came in. How can you take this away from people? When the groynes were put onto the beach, I remember the noise from that, we put up with it for one summer. This will be 8 years; I would not want to sit on that beach with all the noise. You will ruin the view from the beach, across to Sprey Point and on to Holcombe and Parson and the Clerk. Have you ever sat on the main beach and experienced that view? I think not otherwise you would not be proposing this. This view can be seen for miles, please don't take it away.

Design

Who on earth has come up with this carbuncle of a 'design'? Concrete, in this day and age. It is ugly to say the least. The current red brick wall matches to the cliff and is in harmony with its surroundings, concrete is not. If you really must do this (I object strongly to it though), please use someone who understands building architecture and is able to provide Teignmouth with something of equal beauty that will be a tourist attraction for years to come. Oh, wait, they already have Brunel's wall! Sorry but really can you not see that functionality isn't always the only option? Please employ a proper architect for this project, there are many, such as. <https://www.dezeen.com/tag/railway-stations/>. Incorporate the current wall into a protective design. It can be done with clever design and consideration. And where are your <https://www.networkrail.co.uk/stories/better-design-across-our-railway> Design Advice Panel in all this, as there is no design in your current proposal.

Cost

I understand the proposals will cost £500 million. Really, you have this money!?? Being a northerner you have stopped the progress of electrify the lines to Sheffield due to cost. As usual you have money to spend down south and the northerners suffers. I would prefer to see this money spent on electrifying the lines which would improve air quality for users and those near the railway.

Untold harm

You are proposing to move the sea. Why on earth are you thinking that moving the railway into the sea is a good idea? Sea levels are rising; you cannot hold the tide back. You will harm the other beaches and the harbour. I am very concerned about comments made from people at your company that they have no notion of tides, such as what a spring or neap tide is or the impact. There are great inaccuracies of your model to what will really happen.

Evidence Base I am concerned about your methodology of collecting data through your survey. It is a poorly constructed questionnaire, with questions that are misleading and will produce the results you want and use to your advantage.

Please please rethink this plan. It is not needed or wanted it will destroy Teignmouth as a tourist destination and ruin one of the country's most beautiful railways. Once you have done this you can't go back.

By using existing rock stabilisation techniques that are already being used.

Far too much concrete is being used and too much land is being concreted over. The project will be very destructive to the local ecology and environment. I have seen that NOT enough supporting evidence has been presented to explain why this huge scale of work and concreting is needed.

This is too much money being spent on the wrong project.

Show completely how those coastal paths are to be maintained.

It is a great shame that a cycling route cannot be incorporated in the current plans so that they can also enjoy the sea wall/views.

Provide a new all weather/tide path between Teignmouth and Newton Abbot

Don't ruin the beauty of brunels wall and destroy our beaches!!! Please, please there must be another way to support the cliffs and prevent the very rare mudslide. The sea at teignmouth doesn't stop trains running and work has already started in dawlish. Please don't ruin a very beautiful part of Devon by taking the beaches and leaving an ugly concrete monstrosity

Find a new plan use one of the alternatives

Just get on with it

Maintain beach levels, encourage sand deposit

Maintain much of the beach or provide measures to maintain or enhance its level. Masonry face some of the wall perhaps with the original stone work so that brunels construction will live on in the structure,

plans look good as they are proposed, this work needs to be completed A S A P in the interest local business/commuting etc.

I do not like your design and am sure there would be a better way to please us all

Secure the cliffs, maintain the wall, do not destroy the beach and history, all the things people visit Teignmouth fot.

Use a tunnel/shelter system. Do not move the track out to sea.

| |
|--|
| The plans could be more sympathetic and keep Brunel's wall walk. |
| By reinstating the same amount of beach that will be lost in the implementation of the scheme. There should be no overall loss to the beach. A footpath is not an adequate replacement, especially for beach based activities, free strolling and dog walking. |
| I have send under separate cover a document to SouthWestRRP by email. This is to be considered as my comment on the proposal. |
| A structure over the rail line to protect it from cliff falls and strengthening of the cliff face. To take the railway further towards the sea would be detrimental to both the line itself and the beautiful coastline. |
| It's not my job to improve the plans but I will fight to keep our beach. |
| Retaining the beach, maintaining access by not requiring extended closure during construction |
| Make the railway a temporary single line if necessary, strengthen the cliffs where needed, sort out the water at the top of the cliffs where necessary and retain the line where it is. This will be considerably cheaper than the option you suggest without disrupting Teignmouth. |
| The cliffs haven't fallen often, once in 150 years or so. The wall needs maintenance, the line is important, yes. But so is the beach. The Victorians thought big. So should you. Design something that keeps the beach, whatever the cost. |
| By moving the rail out to sea |
| Do something with the cliffs not the existing wall |
| The proposed new path and structure is ugly. Taking away 1.9km of beach is unjustifiable and leaving us with huge areas of ugly concrete walkways and enormous revetment structures is shocking. This beach should be an outstanding area of natural beauty listed, because it is stunning. What NR propose, is monstrous. Brunel's wall is attractive. It has curves, the stones used are interesting in colour and texture, it blends well with the natural landscape of the cliffs and the beach. NR just want grey, horrible concrete everywhere and it will not be an attractive path. People will stop using it due to its ugliness. |
| If the massive concrete plans do go ahead, the paths should be by the sea not squashed in between the cliff and the train tracks |
| By securing cliff face without losing the original sea wall. |
| Stabilise existing rock face new retaining wall |
| The plans are not aesthetically pleasing. However what is more concerning is the loss of any of the beach and the wall our heritage. There could be an opportunity to have a low environmental impact but great design for Teignmouth , a sympathetic less harmful proposal needs to be sought. |
| It will be devastating for the environment |
| By taking into consideration the feelings of the local people. |
| Leave the beach alone.... We don't need a new path, we need to paddle our feet as we walk along the beach. We need to be at sea level to hear and smell the sea. We want to be able to enjoy the sea where we chose to live. We want to walk our dogs along the shore line and collect sea glass and shells. Find another way. It is not all about what is easiest of cheapest. It is about quality of life... |
| 200 years it has held up. Leave it alone. Sympathetic alternative route. You don't have to run railway in a straight line. |

If you put the railway out over the sea the beach could remain where it is and the sea would flow under the train lines and still crash on the shore. The trains would not have cliffs falling on them either.

By scrapping them!

Put the line on a viaducted causeway raised and further out to sea.

Protection to the rock face.

Do not support the new amenities you have put on the model they are a dreadful idea - all ugly not like our beautiful Brunel's sea wall.

By scrapping them and putting shields up to keep the cliffs from falling on trains

Sea-based breakwater or offshore protection

There is significant loss of amenity to the local community. Crucially, loss of beach (particularly, for dog walkers), green space, wildlife habitat, history and attractive local facing materials that define a sense of place.

A harsh, utilitarian 'any place, any where' engineering solution is being applied. The, no doubt, the mass concrete structures will mask the delightful, characterful and historic stone/granite walls. These will form a blackboard for local graffiti artists to scrawl their 'art' and 'tags' - which will rapidly erode the quality of the space. Enjoyment of this pleasant area will be greatly diminished. In my view, materials are so fundamental to the acceptability of this scheme they need to be considered now, not later as an after-thought (and at the end of the budgeting process). This should include at the very least the salvaging and reuse of stone and granite from existing walls and paths.

Very little effort appears, either on landward or coastal side, to create new habitats to compensate for those lost. For example, why not create a scalloped edge to the rock wall to create some sheltered marine habitats?

The lack of provision of a shared cycle/footpath is a massive opportunity lost. Any landward solution - which has been considered for decades, with no solution - would involve gradients that would deter use by anyone but the fittest and experienced of cyclists. A truly exceptional family route could be created linking the existing Exe and proposed Teign Estuary trails.

In addition to the above upgrades to your compensation package, mindful of the issues with the structure integrity of the end of historic Teignmouth Pier and the serious loss of local historic features associated with this scheme (not just the walls but some buildings too), what about considering some off-site compensation? You'll probably have plant and equipment in the locality that could aid strengthening works to the pier.

Rapid access to Holecombe beach required. Put steps at the rock shelter maintenance path.

Please ensure a cycle path is also included for views next to sea on the flat, not hills!

Put massive boulders from the new wall out to sea, fill in with smaller and cover in sand. Create a new beach.

But they need to be wide enough for dual cycle + footpath

Any lighting should be solar or wave powered.

More public toilets/cafes on the new raised walkways

In land railway with local trains to Teignmouth from Newton Abbot

Provide shared cycle and footpath with delineated separation. Suggested inland cycle route would be little used as excessive gradients.

Consider glazed screen to top metre of sea wall as under evaluation at Sidmouth pebble beach to enhance views and the apparent height of the sea wall.

Soften impact of proposals by contouring buttresses and landscaping.

Reduce buttress depths to align tracks tighter to land side and maximise beaches.

Too many negatives to mention in just two lines!

By reducing the impact on the beach

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.

Many of my ancestors came from Devonshire, England, and I have dear friends who live there today. I am asking for your help in saving my friends' beloved beach and seawall, both of which are threatened by National Rail's project. Please consider environmentally sympathetic alternatives that will preserve the beach, the wildlife, and the historic sea wall as well as the vital railway link. One thing that makes me feel better during these days when one can easily succumb to a sense of helplessness is to write to preserve what is good and beautiful on this small planet of ours. I will be grateful if you will do everything in your power to preserve the Teignmouth and Dawlish beach and to save Brunel's seawall.

Add a cycle path please

Include cycle provision

BY NOT TAKING SO MUCH BEACH .

Good plans

Seems ok to me!

The proposed solution seems to be the best available

This is a beautiful area just as it is. No need to make changes or additions

Scrap them and give them to Brunel to re-design something of beauty away from the beach.

It will take away amenities and reduce quality of life - bridge to Sprey Point is the best idea.

Dont remove the amenity of the lovely beach. Surely this is a major part of Teignmouths attraction for residents and visitors

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| SAVE THE BEACH!! |
| Not take so much of the beach away. |
| Move track completely away from coast |
| Do not touch the beach |
| Ensure full public access along the route of the coastal path. Mitigate environmental damage by providing artificial reef areas for fish. Remove waste metals that have been left on Holcombe beach below tide line for decades, I have cut my feet on these swimming. Provide a cycle way along the route so people from Dawlish can cycle safely to Teignmouth and vice versa. |
| More steps down to the beach |
| Increase beach, import sand and ensure it stays via walled groynes out to sea. |
| Do not allow cyclists to use the walkway with pedestrians - disaster |
| Stairs direct on to Holcombe dip |
| Separate walking & cycle path |
| Use of plants to improve the look and help to hold together the earth. Must be maintained to avoid future problems like leaves on the line. |
| Make provision for canoeists, paddle boarders etc. to have easy and quick access to the beach. |
| The amount of concrete being proposed is aesthetically inappropriate when compared with the existing natural stone walling, created by Brunel. |
| By not taking away the current beach at Teignmouth |
| Nothing comes to mind |
| Keep cyclists separate from walkers. Maintain 'no cycling' on seawall path |
| Provide a small turning and parking area at the seaward end of Smugglers' Lane. |
| Smuggler's Lane disabled and residents only + 10mph speed. |
| Small disabled care park by compound and turning space |
| A couple more sets of steps down to the sea for emergency purposes - Swimmers, Kayakers etc. |
| Bring Sprey Point out further to create a new location, then locate the Teignmouth sign on the down-line side. |
| Provision of toilets |
| Encourage provision of toilets and refreshments. |
| <p>The beach can be retained fully. The cliffs can be stabilised in a much better way than you propose. The railway can stay where it is to keep the beach. Your "improved" plans Mean all of the beach will disappear, it can't possibly be retained. If the beach goes, it will affect teignmouth town beach and Shaldon.</p> <p>Your new plans are basicly the same as the last ones, your PR team are trying to pretend the beach will be retained, it wont! The new paths and wall will look disgusting.</p> <p>Repair and strengthen the current wall, stabilise the cliffs.</p> <p>Your plans are far too heavy handed and will ruin the town!</p> |
| A breakwater offshore would protect the railway/cliffs, whilst making a marine habitat, and safe swim area. |
| This is a sledgehammer approach that has no thought for environmental impact |
| By installing an open sided tunnel to protect the line |
| <p>Much less concrete. This is a sledgehammer to crack a nut.</p> <p>Rock fall shelters would do the job.</p> |

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| We already have them... the fact that more paths/amenities are planned is due to removal of existing ones in order to re-build the railway..!! |
| Leave as much as possible as it is. The wall and beaches have been enjoyed the way they are for years and are a huge part of Teignmouths history. |
| The plan is vague and needs to be factual. Why not use all your concrete to make the cliffs more resilient rather than taking the beach away? I am not convinced that you have chosen the best option for Teignmouth and Haldon. |
| The real Coastal Path is the ruddy BEACH not a concrete walkway; one can do that almost anywhere, but the Beach is sheer magic, good to walk on and not overcrowded; its magic lies in its remoteness and untouched atmosphere; Please do not destroy it ! |
| Minimal intervention to keep our lovely piece of coastline. It doesnt need any 'amenities' |
| Priority should be given to retention of natural landscapes and amenities (i.e. access to the beach and foreshore under normal tidal conditions over the entire length currently accessible) over artificial hard landscaping. |
| Ask the experts to find a way to keep the cliffs in check, there are ways, then you can leave our town alone. |
| Honesty |
| Make cliffs stable, leave railway as Brunel intended and use as branch line, create new line inland. Whatever measures you put in will not defeat Mother Nature, climate change and rising sea levels. These plans are an extortionate waste of public money. |
| Leave our beach alone offering more amenities etc to holiday makers so the railway makes more revenue!! What are you offering to local residents who will lose our beautiful beach |
| Keep the railway line in the current location, stabilise the cliffs. |
| the biggest amenity is the beach, which will be largely destroy under your proposals |
| By retaining beach & railway & not trying to save NR money as priority. |
| Need to be relooked as the whole beach will be destroyed and it will change the view and will destroy the history and the beauty.. we need to relook at the whole picture.. that means reopening the link using okehampton. Apparently a lot of the track is already in place |
| Breakwater and raised seawall and pathway |
| I do not want the sea wall and beach to be destroyed. Start again by listening to local people FIRST. |
| Take railway route inland |
| The plan should be abandoned |
| Move line inland |
| Move line inland |
| Move the line inland |
| Strengthen areas that need it and leave rest as they are or move inland |
| Do not take away any of the beach. No manmade amenities will replace the beach. Other engineering options are possible. Direct access to holcombe beach from smugglers lane is essential. |
| Easy, don't build over the beach nothing you can do with your concrete will ever replace nature's own beautiful beach how can you think that a walkway a so called amenity will replace or even come close to replacing a beach. If Network Rail need advice on how to make the railway resilient then are lots of specialist engineers who have many years experience offering their services and there are so many ideas rockfall shelters, viaducts breakwaters, you only have look around the world and see how responsible companies who are respectful of nature , deal with such problems. |

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| Do not take any of the beach away at all. There are other ways. |
| Move the track inland or strengthen the cliffs and tunnel exits! |
| Shore up the cliffs and leave the railway as it is. |
| Move the railway inland |
| How can this scheme possibly be worthy of approval when Teignmouth residents will have to endure 8+ years of total disruption to their town, and the older ones will be too old and infirm to enjoy it. |
| Using the beautiful existing stone from the original Victorian walls. |
| Not moving railway line out in to sea more |
| <p>1. Appreciate that many who are raising objections love to walk on the beach and old wall daily to enjoy Brunel's legacy and to look out for the dolphins, seals and other wild life. People travel in for the day or visit for the weekend. There are many that have visited Teignmouth for generations. The Teignmouth sign has been climbed on and photographed by visitors and residents alike over the decades. There are many community groups in the town who all work to improve the environment in the town and the sense of community and history. So, involve residents and community groups in the design. [name redacted] (local historian), the local museum volunteers, Teignmouth Arts Action Community Group (TAAG), Eastcliff, the adjacent yacht and lifesaving club to name but a few. Make the most of the talents of those that work locally in the community. Funds are always short for such projects. Put something back into the community. Establish a fund to be applied locally to make a difference to the immediate area with input from local groups.</p> <p>2. To wipe out the history attached to the area of development would be unforgiveable. Make alterations to the scheme to reflect the history and to retain the feel of the area as much as possible. For example, could we have a statue of Brunel in the style of Anthony Gormley? Could a children's play area include a replica of the first train? Teignmouth was the last place to be invaded by the French. There was a wreck uncovered off the coast. London Bridge was build from stone taken out from here. How might these and other issues be reflected in the design? There is much to draw on - make something of the history rather than just obliterating it. Use less concrete and modern materials and use some of the existing stone in the design. Face concrete with some of the stone?</p> <p>3. Pay attention to the design and appearance during period of development. There will inevitably be a lot of disruption over a long period for locals and visitors alike - set out positive proposals to meet the concerns of locals during the development period. Local businesses will worry about loss of business and the community generally will be concerned about loss of use of the area.</p> |
| Take the track over the sea and leave the beach alone. reinforce the cliffs. |
| It is very difficult with the geography of the area but inland would be better |
| New combined toilet and café at Smugglers Lane |
| Re-curve wall top shown "clearly". |
| Talk to Plymouth University Civil Eng. Dept. |
| Over the years the beach comes and goes depending on the direction of predominant storms in a given period. Retention of the reduced sized beach between the new Sprey point and Parsons tunnel will still be a problem. There will be never ending complaints from the public, if no provision is made to retain the smaller beach. Some half tide offshore breakwaters running parallel with the track should help retain beach levels and provide save sandy inlets between them. The principal works around the world and should be investigated. The proposed 500mm culvert needs to be at least 900mm so it can be safely cleared out after a storm. |

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| More access from Holcombe end |
| Go overland and leave the beach alone |
| By having more green space at Spey point where an area of grass amenity will be lost. The plans are very "urban" with hard landscapes here. Provision for an electrified mainline to Plymouth must be a consideration. |
| Another option by build a strong concrete tunnel above the existing railway as it gives protection against caving in of the cliffs. |
| More protection for walkers/runners |
| Turning circle for cars at bottom of Smuggler's Lane |
| Toilets at Smuggler's and a Café on Sprey Point |
| Ensure multi-use trail including cycling is incorporated in the scheme |
| I am not sure! |
| BAN all cycles/scooters etc. They are a dangerous nuisance on the Dawlish to Dawlish Warren section. |
| Over head protection for trains not a Great Wall. Worried the waves will work there way down towards Teignmouth and upset the Ness and the point .I have seen this happen on other project's. |
| Good walks and beach as it is . |
| By creating tunnels where the rail is too close to the shoreline |
| Avalanche shelters, increased maintenance of existing sea walls etc. A more aesthetic appearance with stone rather than concrete. The present walls have been there for over 170 years. |
| The following boxes are difficult to tick accurately as weather, season, time available and amount carried are al factors. My replies are for this winter only. |
| Any new tunnel cuttings and bridges over the railway should provide enough clearance and space for potential future electrification of the railway |
| Give me a job on the project. Because I am from Dawlish and I work in Exeter as a gateman. I probably want the gates work on the project. |
| Ensure higher path is implemented in full ASAP |
| By ensuring rail link Bere Alston to Okehampton be renewed ASAP to give alternative route for Cornwall and Plymouth to Exeter. |
| Greater use of natural stone where possible |
| Preservation of wildlife habitat at Smugglers beach. More interesting facial on the new sea wall in keeping with the old Brunel wall. |
| Planned concrete wall should be 'softended' to avoid harsh finish |
| Putting seats/benches on the inland section of the coast path |
| Re-grade the cliffs to a stable angle |
| The plans are appalling. They will completely obliterate a long stretch of beach which is used frequently by many people. A mealy-mouthed promise to create "new coastal paths" etc are grossly misleading since they will simply be placed on the concrete monstrosity. |

i am writing to object to NR's plans for sustainability of the line between the above points I accept the need to ensure that the line is safe and sustainable for the future. I travel from my home in Yorkshire to Teignmouth by train on a frequent basis and have holidayed in Teignmouth for over 40 years and why? BECAUSE OF IT'S BEAUTY AND TRANQUILITY.

One of the main attractions of Teignmouth is the railway walk from East Cliff to Parson's Tunnel, it has everything, stunning views of the cliffs and sea, the nearness to the sea, the sandy beaches at Holcombe and East Teignmouth, even Spray Point gives a convenient half way stopping point now I am getting older.

To think that all this will be lost is unbearable to me as a frequent visitor and I can't imagine how residents feel at loosing this amenity, one of the best in the South West, IT'S UNTHINKABLE!!

As I said I am a train traveller and don't want to loose the line as it's too important to the south west, but when I travel abroad I see much greater obstacles overcome with wonderful engineering solution which don't destroy the environment, please find a solution which does not destroy our wonderful cliffs, wildlife and beaches.

I support the maintenance of existing coastal paths and amenities, and only then the creation of new ones.

You need to have more respect for the natural beauty of the area. Building a concrete mass across a beach is unacceptable, especially as this is to replace such an important part of the track and wall, built by Brunel himself.

I understand that you have admitted that your model of the improvements is not to scale, so how can this possibly show a true representation of the effects this will have on the beach?

As a frequent visitor to the area in question I state below by reservations about this scheme.

Whilst I fully support the government's proposal to strengthen the railway line between Dawlish Warren and Teignmouth, I feel obliged to write to say the scheme that Network Rail have come up with is a monstrosity - i.e. pouring masses of concrete over Holcombe and Teignmouth beaches so that they virtually disappear under 435,200 cubic metres of concrete, resulting in approximately 227,688,044 lbs CO2 emissions.

On environmental grounds, it will damage the inter-tidal flora and fauna, which currently exists there, including a number of endangered species. These precious resources have not been recognised or appropriately valued in the proposals.

The carbon footprint of the scheme will be huge.

There may well be dire unforeseen consequences of such a massive concrete bulwark, such as the erosion of beaches further along the coast in other resorts or flooding up the Teign and Exe estuaries - thereby ironically threatening the railway track that runs along those estuaries.

The experts employed by Network Rail cannot be trusted. For example, a plan to raise the seawall in Dawlish was put into operation in September 2019. The work was due to be completed by February 2020. Complications – totally unanticipated by their experts - were discovered and now the earliest date for completion is the end of June 2020.

The illustration of the plan is intensely misleading suggesting leisure facilities will be improved when the opposite is true. There exists already wonderful beaches and coastal paths which provide activities for all - swimmers, cyclists, canoists, walkers to state but a few. The proposed scheme would negate all this by destroying the beaches and coastline.

I am sending a copy of this email to my local MP and recently retired speaker John Bercow, formerly our MP in Buckinghamshire.

A simple breakwater and cutting back the cliff . Protect the line by a new wall in the inside Rail line and secure the cliffs. A far cheaper option than suggested by network rail. Build a turbine into the breakwater and generate electricity thus helping to payback over the years.

Leave as a heritage line and reopen the inland route

This stretch of coast does not require a 'new' coast path as one already exists. I fail to see what 'amenities' will be provided by the proposal.

The plans could be improved by efficiently maintaining and preserving Brunel's sea wall instead of covering it in concrete.

I assume this is asking about the plans in general. New coastal paths and amenities sound good but I believe it's critical to preserve as much of the beach and access to it as possible. The railway is important but there must be better alternatives to reinforce it, the beach is teignmouth's most important asset.

Add large concrete blocks out to sea as they do in Spain to reduce wave impact

More crossings (footbridge) over the upgraded section to sea wall.

Putting greenery in - plants, hedges and bushes, making it natural

Size of beach at the revetment end closer to Parsons Tunnel

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| 1) The area beyond the railway at the bottom of Smugglers Lane looks as if it could be a dark and potentially threatening space with the new wall looming above pedestrians. |
| 2) I was alarmed at the mention of lighting. There has never been lighting on the sea wall and I can see no reason why this should be considered now. Lighting would change the atmosphere of the wall all together. It is just unnecessary. |
| Too much beach will be lost under current plans. |
| I would like to seating plenty of seating along the walk |
| They look good to me |
| I think the plan is fine and I hope it goes ahead |
| OK |
| Re-route SWC path above Parson's Tunnel to avoid detour via Smuggler's Lane and A379 |
| Not sure with the constrictions of the geography, tides & public access there is much else you could do. Landscape/planting of the new walk ways. |
| The latest proposals look excellent. Your video was superb |
| The plans are comprehensive and would be forward -looking enough to enable the line to be more resilient to bad weather, erosion and rockfall. |
| Not to incroach so much on the beautiful coast line and beach that is used by so many people. Retain and reuse bricks and stones from the original wall so some of the original features can be retained and reused. |
| If you have to halt the railway a few months to find an alternative solution of which there are some, it is fine. Do not proceed with concreting over Brunels wall and the beach cliff. You are condemning future generations for short term profit and expediency. |
| 1.Storm damage could be reduced with subsurface breakwaters. 2.Coastal erosion/movement currents need further modelling, as do other environmental impacts. Increasing likelihood of future storms means work is necessary, but plans must nowadays give heightened priority and consideration to ecological aspects, both on-and offshore. It is not obvious that these aspects have been addressed or prioritised. 3. As an elderly person who has to cycle rather than walk when exploring the countryside , I would find it hard to use a more inland route. Could a narrow cyclists' coastal route be roped off on the flatway to stop them interacting with pedestrians? |
| Do not change what you have. I do not believe there is a problem with the cliffs. If you have to actually have a proper architect look at these to create something which is aesthetically pleasing and an assess to Teignmouth. |
| By giving priority to a Dawlish avoiding route, and also reopening the Okehampton to Plymouth line. |
| Have you provided sufficient walkway to beach? Access points so people may switch to and from beach as tide permits. |
| Ensure max possible beach remains |
| More thought to beach usage and environmental natural issues should be better addressed |
| Not to look too concrete if possible |
| can the tamarix trees be saved from Sprey Point? |
| Play area if space allows; wall could be more attractive |

Please could you save some of the Tamarix trees that are growing on Sprey Point. They are many years old and have been shaped by the sea and the winds over many years. New trees will take years to attain their shape and character. Perhaps the Tamarix could be dug up and retained for planting in the new landscaped areas.

Also, the walls that were built by Brunel have character and colour in the large stones, could some of these be retained and included in the landward pathway as part of the path or walls? It will be a small part of Brunel's work to remember his great feat of engineering that has lasted for so long. These stones will add colour and interest to the soulless concrete.

If any less of the beach at Holcombe could be taken

By a continental tunnel and reinforcing the sandstone cliffs

need groynes to stop transfer of sand which will end up by the Clerk otherwise. One by the Jubilee Shelter, one this side of where Sprey point is now and one on the other side of Sprey point

I would like the café and toilet facilities to be improved at the Holcombe end.

More steps or ramp between Smugglers Lane and Sprey Point. Massive improvement to Smugglers Lane - Top to Bottom.

Definitely requires cycle pathway

A separate cycle route would be helpful

Maximise the amount of beach that remains

Some kind of small building (if room) at Sprey point, e.g. a tourist information kiosk/cafe/toilets? Cordyline / Canary Island palms planted along the coast path to help stabilise the earth, and provide a Mediterranean backdrop - with sympathetic lighting perhaps too?

Use imagination and engineering skills to minimise the impact on the beach and to create a truly groundbreaking project that will have people gasping with admiration. Bigger the expense!

To me it seems the main problem is the sea encroaching on the railway line in stormy weather, and impacting on trains. I have been in a train which was rocked side to side by huge waves crashing over it, and it was a frightening experience. I can't see how your proposals will impact on this problem, which, in view of climate change, is likely to become worse. In fact, by moving the line nearer the sea, it will surely exacerbate it further. It is clear that the beaches affected by the new route will only be accessible at low tide and then there will be less beach exposed for walking on. This is not a good idea in a holiday area.

By netting the whole cliff face, and monitoring the cliffs far more thoroughly than at present, to ascertain what movement there is. A 100 year plan may not even be possible when sea level rises could be far greater than the predictions network rail are using. Also technological advancements could provide a better solution in future. I strongly suggest that the cliffs be secured as much as possible with netting etc, invest in better monitoring, and repair the current sea wall.

More time should be taken to decide on a less invasive project.

Less visual impact.

Where possible pontoon rather than 'slab' construction.

Re-instate a new Sprey Point.

Better access to the beaches from the walkways.

Low fence/wall on walkways.

Make the new works a feature of the town and area rather than an impact on it.

Leave Brunel's wall alone - strengthen the cliffs.

Carpark at the bottom of smugglers lane. Access to Holcombe beach from smugglers lane.

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| Use less land |
| <p>Network Rail should reconsider the design of such a harsh and ugly sea wall, the proposal shows a stark and unrelenting grey concrete structure which overwhelms the beach area. We will lose the character of this beautiful stretch of coast if so, but they could take the opportunity to adapt and make it more visually and environmentally sympathetic.</p> <p>The plan needs to take account of the impact on the remaining beach, the sand and tide movements and the marine life, but it is frightening that the EIA is not being made available yet. How much more of the beach will be scoured away and lost? No evidence is available yet.</p> |
| Leave the beach and existing path untouched |
| Give children access to the Teignmouth letters to climb on |
| <p>Cliff maintenance. Possible chain link type fencing protection along vulnerable part of causeway to lessen chance of train window damage on odd occasions. This plan seems very drastic/ costly for infrequent storm damage. The aesthetics for Teignmouth beach are awful. Very pretty model on display .. reality not reflected. Tourism will be hit reflecting on less customers for businesses trying to exist.</p> |
| <p>As it stands the plan will completely change the natural and unspoilt nature of this section of coast turning it into a concrete landscape and destroying the historic features of the current sea wall - I do not agree with this.</p> <p>We will also forfeit the ability to walk all the way into Teignmouth at low tide over the beach, and access will be restricted to short stretches only, then necessitating going up or down onto the sea wall or beach. This is also something that I do not agree with or wish to see happen.</p> |
| Is it not possible to take the rail inland? |
| Maintain cliffs as they are. New scheme ignores double curve of existing line and loses the beautiful red stone wall. It is the sea not the cliffs which is the problem. |
| <p>By not concreting over the beach and then pretending there will still be some left. You could at least try the shelter options that have been suggested. If you look at the Save Teignmouth Beach and railway postings on their Facebook page a letter to NR has been posted there by a fisherman from Teignmouth who made some detailed and practical suggestions. NR plans will turn our town into a building site, devalue the price of our properties, stop tourists from wanting to come, ruin the marine habitat and remove a facility that provides solace, exercise, fun and a free playground for children and dog walkers. That is an actual amenity and not these paths NR keep referring to. Please have some compassion.</p> |
| <p>You claim to have improved access for leisure activities but there is no mention of how cycling is incorporated in these plans. Considering how hard cycling is being pushed as a means of transport instead of the car why can't people cycle along there to gain access to Holcombe or Dawlish etc instead of having to cycle up over the very dangerous (for cyclists and pedestrians) A379.</p> |
| Fence on cliff path needs to be solid - children safety. |
| Pick out some of the interesting stones from existing and place them along the walkway. |
| Use revetment (rock armour) wherever needed to absorb wave energy. |
| Looking good as it is |
| Cycle paths should be included |
| Loo/Café facilities at Sprey Point |
| Consider wildflower meadow planting on 'grass' slopes |

Retain the original plan to have a cycle path alongside the pedestrian / rail route - trying to have one on the main road is ridiculous both for the width necessary to make it safe but just as important the hill between Teignmouth and Smugglers lane. This will put cyclists (especially those older / children / less fit) off even trying the route. We need to encourage people to keep fit not diswade them.

Having said this my main comment is, speed up the timetable! Having seen the damage regularly done at Teignmouth I don't know whether the SW will not have another catastrophe before you even start let alone finish this project. Having had to get to London a number of times during the "Dawlish" incident I certainly do not want to go through that again.

We are prepared to leave it to the experts

Protect and support the existing structures, caring for the current sea wall rather than cheaply patching it up and allowing it to degrade.

The route is at its weakest in Dawlish. You have decided to improve resilience there by strengthening the wall and raising it six feet. However Parsons Tunnel and Teignmouth are only one mile down the track. Your solution is to build out 40 yards, lay down 800,000 tons of concrete and strengthen the cliffs. What is the point when the real problem is at Dawlish !!!!

The current plan destroys too much habitat and the beach

The plans could be improved with a greater emphasis on a more sympathetic approach to making the route more resilient. The route does need to be made more resilient but not at the expense of the permanent loss of the beach and marine life at Holcombe and the likely impact this will have on the Teignmouth beaches and the operations of the harbour. The loss of sand and the beaches would have an impact on the lifestyle of the local population (as this is a well used beach for both health and pleasure activities) and the whole of the Teignmouth tourist industry and the surrounding towns who depend on being able to offer a seaside experience.

The lack of an Environmental Impact assessment report being done before the proposals were suggested seems an oversight. The results of this should have been made available for the public consultations.

Also there needs to be a tidal impact survey and modelling of the ways done to show how the new proposed coastal structure impacts on the waves, currents and sediments on the surrounding coastline between Ness Head and Holcombe.

Has a flood impact assessment been carried out?

There are too many inconsistencies and unanswered questions at the moment which are causing the local population to panic at the likely loss of their local free facilities and the likely impact on their livelihoods. The proposal place too much emphasis on the economic impact with little weight given to the environmental impact which once lost is gone forever.

New artificial amenities, based on hard engineering models are not a required or adequate substitute for the loss of beach that the proposed solution would entail.

By preserving access to the beach and providing a more environmentally friendly solution.

As part of the improved amenities and leisure access, could an increase in sloped access be included? Surely this is an opportunity to create the best access and usable beach and coastal environment possible.

Less obtrusive onto the beach.
 Less of a concrete monster.
 More honesty with the plans and alternative options.
 Publish the environmental impact report.
 Separate projects for sea defence and cliff stability.
 Retain sloped access to the beach at all costs.

Leave the beach alone

A plan that keeps the beach and Sprey Point

Strongly oppose the current plan to re-align the railway and offer new leisure facilities at the expense of losing all, or part of the current beautiful walk from Teignmouth to Parsons tunnel, for maybe as long as 8 years (if not longer). This is one of the reasons I decided to move to Teignmouth 4 years ago when I discovered this extra walk-way to enjoy with my dog and various members of my family. I can't get excited about a project which will take so long to complete and will, in the meantime, make me reconsider my future living in the town, particularly while all the work is being carried out. Everyone I have spoken to in Teignmouth feels the same, although we do appreciate that the railway needs to be more resilient to help prevent future rockfalls and landslips. Surely there must be other less drastic and environmentally friendlier options as a compromise to rail users and people who enjoy walking along this beautiful part of Teignmouth? I am also very concerned that the impact on the environment does not appear to have been fully explained at the consultations, or published in print. All in all, I am very against the current plan and sincerely hope that NWR will reconsider their proposals, even at this late stage.

I want to be able walk along the seawall from Teignmouth to Holcombe but please Do not cover Teignmouth beach with Concrete!
 Please think again about regrading the cliffs and/or rockfall shelters and hence not realign the railway onto the beach.

Net and monitor as now but extended.

By listening to the local residents and looking at possible alternative solutions.

Change the plans so that the beach is not effected.

The money this ridiculous plan will cost could be spent securing the cliffs together with rockfall shelters where needed and highering the sea wall

Strongly oppose the current plan as explained at recent consultations, especially as the proposed new pathways and leisure walk-ways are likely to take up to 8 years to complete. I will be too old by then to enjoy these new facilities! Most of the local residents are also concerned about the disruption which will inevitably be caused during this exceedingly long timeframe, which will completely ruin any enjoyment the locals and tourists currently experience in this beautiful stretch of coastline, both by walking on the beach and on the current footpath. How sad for the older residents that the pleasure and wellbeing this walk gives them may be taken away if this plan goes ahead. Please bear in mind that Teignmouth has a particularly high proportion of older people who benefit mentally and physically from using this walk on a daily basis. Unfortunately many of them may not get the chance to see the outcome in their lifetime. Surely there must be other more environmentally friendly alternatives to strengthening the cliffs without having to realign the railway and reclaim part of the beach? Also it is a huge concern that the environmental impact of this resilience programme has not been published to help support this project. Please, please for the sake of the town, the people who live in Teignmouth and the holiday makers who enjoy the area, re-think these proposals to hopefully find a way for a compromise to be sought so that we aren't deprived of this beautiful walk for such a long period. It goes without saying that even if NWR open some of the stretches of beach/path while the work goes ahead, it will not offer the same well-being effects with all the chaos, noise, vans and workmen who will take over the area for the 8 year period.

The creation of new coastal paths and amenities is just a “sprat to catch a mackerel” We people of Teignmouth are not that naive. We are not interested in your ribbons, whistles and bells! We just want to KEEP OUR BEACH. Yes we know that there are concerns over the resilience of the railway BUT we also know you are looking for the cheap option. You have the skills at hand to solve the problem. Maybe your arms are too short! Dig deep! To the bottom of your pockets and offer us a scheme that gives resilience to the railway, respects the countryside and ecosystem and saves our precious beach both for us and future generations. Go Under, Go Over, Go Around use your Engineers, Architects, and Surveyors BUT PLEASE DO NOT SACRIFICE OUR BEACH FOR THE SAKE OF PROFIT!

Use existing footprint

Other ideas need to be put forward that do not lose Holcombe beach.

Artificial sea reefs, reinstate breakwaters and better maintenance of wall. Avalanche shelters works in Canadian Rockies

Remove rock revetment and replace with wave return wall. This will enable tidal walks end-to-end on beach during spring tides.

By not bringing out the line so far that we lose most of the beach.

By not obliterating nearly the entire beach. We don't want concrete walkways - we want our beach intact.

Brunel's railway is a historic landmark in itself. Money needs to be spent to preserve it and quite frankly there must be a way that satisfies all parties but it may need more money

by not building from the present plan but by repairing the cliff face/current walls.

Change the route of the line

Alternatives are needed so that we don't lose the beach or Brunel's wall

By focusing more on stabilising the cliffs and maintaining the current wall and rail line

Please see final comment. I am a nurse not an engineer, architect or any other building contractor so I do not feel qualified to comment in an informed way. However, what I do know is that there is local expertise who are offering expert suggestions which I fully support as I trust that they (the local experts) have the best interests of the local community to heart whilst also considering the wider needs the SW train line. Please listen to them.

I wish to draw to your attention my response below* to Network Rail's Consultation upon Proposals to Improve the Resilience of the South West's Railway. It reflects deeply held concerns of a significant proportion of the Teignmouth and Holcombe communities as well as Devon folk and those from farther afield who visit here and thereby support our local economy.

I do not know if you are aware but between the two world wars plans to re-site the railwayline between Starcross and Neton Abbot were at an advanced stage, with land being purchased and tunneling rights negotiated which still affect two houses I own with my husband. These plans were abandoned after 1945 due to the near-bankrupt state of the UK economy. As my response below asks, we would be immensely grateful for explanations of why other options for dealing with cliff instability have been rejected? And if cost is the major factor, how can this be justified in view of the immense funding being poured into HS2 and David Cameron's assurances to us that no expense would be spared.

*This is my feedback on the Proposals to improve the resilience of the SW Railway between Parson's Tunnel and Teignmouth. I live in Teignmouth and use the beach and sea-wall frequently, often daily, for walks, leisure, dog-walking and swimming. I regard the current beach amenity as being vital to my lifestyle and health. I do not welcome the addition of a high-level cycle path on the sea-wall as a compensatory benefit for the loss of beach and the existing wall. My home is less than three hundreds yards away from the beach and I am concerned about noise, disruption and air pollution which might result from your intended works.

I understand that the instability of the cliffs is seen as the main risk to the safe and efficient functioning of the railway line and I agree that measures are needed to address this risk. Tunnelling (as was intended and planned between the two World Wars); sturdy-avalanche-shelters and the drainage and removal of sections of unstable cliffs are just some options I know of and would prefer. There will be more. I have many serious concerns about your chosen proposal to extend a concrete wall out over beaches towards the sea.

1. Extending a wall (or land) out towards the sea is not good or recommended coastal engineering practice. There are numerous reasons for this but it is known that scouring of beaches occurs and that tidal/water flow and the strength of the flow will change. The impact upon not only the beach under the proposed wall but also the remaining beaches at Teignmouth (front and Back-beach), the Estuary, sand banks, the river Teign, Shaldon beach, navigation, marine life and marine businesses is currently unknown but potentially significant and serious. Is Network Rail willing to compensate Teignmouth financially or in any other meaningful way for potential damage and losses?

For example:

erosion of beaches

silting of the harbour & river

flooding.

pollution of the sea, beaches & estuary resulting from years of use of heavy industrial equipment and materials etc.

2. A perpendicular wall onto a beach is not good or recommended engineering practice. It should have a concave curve to deflect wave action.

3. The consultation leaflets and staff demonstrating the small-scale model of your proposal at the recent consultation sessions emphasised the fact that the railway line would not extend further out towards the sea than the existing Sprey Point and that the land upon which the line currently sits would not be extended out on a significant proportion of the length of the line. This emphasis was grossly misleading. Many people felt falsely reassured as they did not realise that the actual line of

the proposed wall and revetments would extend out much further than this, and for longer distances than this, as evidenced by the assembly of thousands of people locally who formed a Human Chain to demonstrate the line of the wall.

4. The consultation model included areas of beach that Network Rail believes will remain after the proposed wall is built. NR chose to base the claim that ample beach will remain upon a low tide level yet low tide levels and factors like swell and surge vary so dramatically that any 'average' is not fully representative. If any beach remains at all, which I doubt, the times when it might be above water are likely to be short and infrequent. I am very concerned about this.

5. Any claim that any beach at all might remain under the proposed wall is pure speculation without any evidence. No hydrological surveys have taken place and I would argue that even when they done, they are tools of what is still an imprecise science.

6. The loss of significant areas of Holcombe and Teignmouth beaches, many of us suspect, is due to NR giving priority to minimising the amount of money to be spent on the project. Providing a more sensitive respectful and environmentally-friendly solution with high quality materials, we suspect, has been given very little weight. Covering the beaches with huge tonnages of concrete is a cheap easy option which fails to respect important visible sections of outstandingly beautiful coastline.

7. The loss of much-used leisure, walking, dog-walking and swimming beaches which will affect the quality of life, health and well-being of residents and deter visitors from coming here. This alone will have serious negative economic impact upon a town which relies heavily upon income from leisure and tourism.

8. Added to this is the economic hit to the town due to disruption and noise over many years of the planned construction. Life for many residents will be unbearable for a very long time. Will we be compensated?

9. Can the time allocated to project works be reduced?

10 To give people a clearer picture of the impact of the NR proposals, the public deserves a further period of consultation after publication and presentations of the intended hydrological, ecological and environmental surveys and reports. Following the recent legal ruling on plans for a third runway at Heathrow Airport, Network Rail should also be considering whether adding millions of tons of concrete to the coastline and sea is in line with our national commitments as regards measures to mitigate Climate Change.

11. It would be very helpful if Network Rail could explain the other options it has considered for the railway and rejected, with reasons why? And costings, especially where they have been the reasons for dismissing options. Many residents and visitors believe there are better options, which may cost more money but have less damaging effects, both in the long-term and the short-term.

The town, visitors and people who love this area would appreciate honest open communication with full access to all the surveys and reports yet to be produced. If you want to get this community on board and supportive of the future measures you want to take, we need many more answers than we have had so far. And we need to be given time to digest and question the information yet to be provided.

Build a breakwater with the railway line on top, creating a safe environment for all.

In my opinion what your planning to do to beaches in holcombe and teignmouth is an absolute abomination!

I cant believe you are going to get away with pouring tonnes of concrete everywhere destroying the beach and the way the beautiful area looks just so you can do things cheaply!

It's not a huge amount of track I'm sure if you had decent engineers and deeper pockets there could be a tunnel or land defence system which would mean you didnt have to move the track and wreck the beach. You would gain much praise on the engineering front.

What I want to know, as I access holcombe beach every day. If your works go ahead. For how long will I be restricted from accessing holcombe beach by parsons tunnel entrance? I'm really hoping for an answer on this as network rail have been particularly bad in answering negative questions about these works in recent consultations.

As residents of Teignmouth, we were shocked and dismayed when we learnt of the Network Rail proposal to bring the railway line out on to the beach at Holcombe and Teignmouth.

We are daily users of this stretch of beach and will be very negatively impacted if these plans go ahead.

We believe that the intrusion of the line on to this particular part of Teignmouth beach will have a very deleterious effect on the whole beach, which is not a large expanse anyway. Once we lose these open spaces under concrete, they are gone for good. We are not scientists or marine experts but we understand that this proposal also has negative implications for the marine environment and dal patterns further up the coast towards Torquay.

It is also worth drawing attention to the fact that this is the only part of Teignmouth beach available for dog walking during the months April - September inclusive, when the main beach is prohibited for dogs. This particular factor will impact holiday visitors, many of whom bring their dogs, as Teignmouth has the reputation of being dog-friendly.

We understand that there are other ways of dealing with the instability of the cliffs. While these may be more costly initially, long-term negative impact on the environment and social well-being also comes at a price.

Loaded question. Lacks choice and is designed to skew statistics.

Reinforce the cliff walls and build a breakwater

Scrap them ideally! Leave the beach alone and the wall. Blast and shore up the cliffs if necessary.

Tunnel Under

Further reinforcement to cliffs

The beach as it stands now provides this better than your proposals.

More beach access for disabled/pushchair access

Look at options that do not take away the majority of the beach.

By providing evidence of how the plans will affect the area of beach.
 By using more natural materials and preserve the overall appearance of the whole area.
 By providing evidence of how the proposed development will affect the sea life and also the sand drift.
 By not shutting the beach/ restricting access for such a long time. Up to 10 years. You might save the railway but it might kill the town!
 By improving on the latest plan (announced 20/1/20)

Don't touch our beach! Leave it alone!

If you are now able to 'shore up' the cliffs to be safe enough to allow walkways underneath them, why is that not enough to keep the railway line where it is? The Teignmouth stretch has not been in danger from waves overlapping the line, but from cliff slides so I fail to see why simply shoring up the cliffs is not adequate for this stretch.

have avalanche covers over the track to protect the line but keep brunels wall, the much loved beach and the sea life habitats.

be considerate of what the people in the local community and respect how beautiful everything is now and compare it to the dreadful designs you have proposed

If the channel tunnel can cope with the amount of water above it why can a closed in Tunnel work for this project?

As I am not at all convinced of the need for this hugely expensive "resilience" project, I can not support any changes to the amenities. The simple natural amenity of the beach and the wonderful views from the promenade have provided sufficient amenity for me for the last 50 years!

The impact on the beaches (Teignmouth & Holcombe) must be minimised.

Please go back to the drawing board. Start again.

Secure the cliffs

Don't cover in ugly concrete.

Access to beach at parsons tunnel end via steps.

These are not needed. It works as it is. The last time the line in this area was disrupted was in 2014.

These proposals are expensive; unnecessary and in response to political pressure, rather than a genuine need.

Overall this project will be a net disbenefit economically; financially and especially environmentally and in terms of heritage and the historic built environment.

These 'new costal paths' are not really necessary, compared to the destruction of virtually all the beach on either side of Sprey Point.

Comments Number 1. above. To 'Disagree' means the following:

1. The only 'needs' for this section between Parsons Tunnel to Teignmouth is to properly maintain the whole infrastructure, especially to conserve the historic and beautiful old seawall which has been deliberately* allowed to deteriorate over recent years. *There are numerous poor quality joints in the stonework where the mortar has fallen out - small but vital (like the boy with his finger blocking a hole in in the dyke) to prevent the kind of disaster of 2014 at Dawlish.

2. The major cliff fall near Parsons Tunnel in 2014, although a lot of material to clear with track etc fully restored, and urgently treated as a priority restoration, would have surely have taken about half the time of the Dawlish restoration!

Use less beach. Regrade land behind existing rail lines.

| |
|--|
| By leaving the wall alone. The stone is beautiful as it is. NO CONCRETE. |
| Add a few rock shelters. Keep the wall, spray point and the beach. |
| Build a tunnel through the hillsides |
| Consider environmental impact- don't pour tonnes of concrete on the coastline. Looking at the plans, walking along the beach (good for peoples mental and physical health) the views will be ruined by a very high concrete wall. It looks awful. Retain Brunel's wall - it is of historic interest. Do not build on the beautiful beach. |
| The claim of creating new coastal paths is misleading. You are simply replacing what is already there and in my mind, not in a positive way. |
| By better consideration of alternative options. |
| Don't push the wall out so far to leave more beach, reduce risk of landslide by deploying retainment methods and maintain the finish of the wall to match the existing rather than the proposed ugly concrete. |
| Bring the line in land. Do not destroy our beaches. |
| Tunnel the track. We cant lose any beach. The plans are to lose too much beach and this would be a disgrace |
| Don't destroy our beach. |
| Any way that protects our environment - keep thinking. |
| They look ugly |
| Carry out work to stabilise the cliffs without destroying the iconic and historic wall which was built by Brunel to blend in with the environment. Carry out works to stabilise the cliffs without building one of the ugliest and environmental unfriendly designs not suitable for this area which will destroy the beach, proven by the locals and not your flawed models which do not tell the true story of the destruction this will cause, not to mention the ecological impacts on marine life, and the area as a whole. Not to consider you can blindside the local community with flawed drawings and to cease showing film on TV reports of the wall being breached in Dawlish when we are talking about the loss of our local areas in Teignmouth and Holcombe |
| There is simply no need to make an additional footpath. Your suggestion that it would increase leisure facilities is wafer thin at best. The disruption the building of this thing would bring to the town is enormous. We rely on visitors for the continued fluid economy of the town and those visitors come because the town is pretty and there is a beach (its not a big beach - you understand?). Building is always disruptive and even in the short term it leaves significant resonance to the reputation of an environment. Improve plans by leaving well enough alone. |
| Leave the beach alone - leave the wall as it is - leave everything as it is - what you are ruining TEIGNMOUTH with your plans - concrete mess - dreadful |
| It's the line at Dawlish that has the problems. That's where the railway line nearly got washed away, where train windows get smashed, where cliff falls happen. Black concrete and those huge boulders are out if keeping with nature. It's a beautiful beach with lots of sand and it's so natural. Man should not be allowed to keep interfering with nature just for mans greed. |
| This is probably impossible to achieve whilst you insist on getting rid of our beach. |
| An elegant viaduct could enhance the railway and leave present sea wall in place. |
| Use the space you have |

| |
|---|
| <p>Don't bring in rocks from Isle of Wight</p> <p>Don't totally destroy the beauty of the Jurassic Coastline into an environmental disaster of concrete with a horrendous carbon footprint.</p> |
| <p>I am sure the proposals could be improved so Teignmouth gets to keep the beach that will be lost under the current proposal. A couple of alternatives have been muted but dismissed I presume because of cost. I think the current proposal needs to be re-thought taking Teignmouth and it's residents into account. From what I understand there hasn't been a cliff fall in years so I am not sure why vast amounts of concrete are required so solve an almost non existent problem.</p> |
| <p>By ditching them and starting again with the residents' views in mind. We do not want to be covered in concrete mass</p> |
| <p>By leaving the railway as it is and pinning the cliff properly.</p> |
| <p>Leave the beach alone and repair the Brunel wall. Net the cliffs if need be (that are not moving anyway and your consultant said this could last for up to 40 years) - 2014 may well have been a one-off and in 10-20 years we have no idea what will be happening to sea rise, weather etc and so by then different things might have to be considered. It's crazy to ruin a beach and a town just because of something possible in 40 years.</p> |
| <p>Underpin the cliffs and improve drainage. Break waters out to sea. Maintain Brunel's wall Leave the beach alone to act as a natural buffer</p> |
| <p>Build avalanche shelters with views out to the sea remaining intact instead of destroying our wonderful beaches</p> |
| <p>Firstly you should have talked to local people and listened. Secondly - sought a way to fix the cliffs without completely destroying the beach which has rare species that survive in the rock pools - just where you want to pour your piles and piles of cement.</p> |
| <p>Environmentally friendly plan not putting loads of toxic concrete on a beautiful beach. Why don't you give us something instead of taking away the only thing Teignmouth has got. May a new harbour wall and walkway out to sea to protect the line from the waves and just leave those cliff alone. Just net them more.</p> |
| <p>Less beach loss. Long term investment in offshore 'viaduct' with consequent creation of sea-based amenity.</p> |
| <p>Do not tamper with the beaches, Sprey Point or Brunel's Wall, just the cliff.</p> |
| <p>There are more ways to win over locals & tourists than creating a nice path.</p> |
| <p>Leave the line where it is. Drain and stabilise the cliffs. Wave breaks out to sea, rock fall shelters where necessary. Bigger fences, better netting if necessary. Maintain Brunel's beautiful wall.</p> |
| <p>Leave the railway and beach as it is. Find another way to secure the cliffs from occasional landslide, 2014. I've seen many other tracks with this problem, mostly European, and they've built other shelter things to protect the trainline. Teignmouth doesn't have the problems that Dawlish has from the sea, and it doesn't affect the trainline. Better maintenance of the wall is needed.</p> |
| <p>Tunnel over troubled areas of cliffs or blasting/shoring up.</p> |
| <p>The cliff should be moved back and railway moved further towards land or a tunnel built.</p> |

We already have an amazing amenity in the wall itself.

The existing wall just needs proper maintenance - it serves as a stunning part of the south west coastal path and those of us who use it every day (I walk the entire length from Teignmouth to Holcombe every day), love the long sweep of the wall, how it compliments the beautiful colour of the cliffs and it's proximity to the sea.

Any maintenance that is carried needs to be carried out in such a way that respects the wall not only as an access point but also as a piece of this countries engineering past. Isambard Kingdom Brunel engineered this wall - it's magnificent but unfortunately it only has value in terms of it's function - this is our islands history you want to destroy. Covering it in in concrete is a disgusting act of vandalism to this countries past.

More beach - Sprey point and protecting sea life

Why can't there be a tunnel type shelter like they have in the mountains to protect roads and railways from avalanches and rock falls. Or why can't the cliff just be shored up like most of the way along the cliffs now.

The planned 'walkways' etc are not what locals and tourists want - we want beach! We can walk and cycle on paths in any of the local towns and cities. The reason people visit this stretch is the beach! We do not want our beach to be destroyed!! We simply want access to it and it to be left for our enjoyment. Especially as no doubt, these walkways etc will be the last to be completed and will not be well maintained after the 8+ years of work. Where are we meant to go for almost a decade while the work is going on?

I am a resident of Teignmouth, and have lived in this area most my life. I 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.

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, 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.

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.

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.

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.

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.

1.4 Network Rail undertook an inter 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.

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.

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.

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.

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.

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 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 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 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.

What you are proposing is simply appalling. Destruction of a historic feature that is loved and enjoyed by many with slabs of ugly concrete. You have deliberately misled people in the consultation (by showing a large area of beach in your model that won't exist) and held back full information in the EIA.

I do not accept that you have fully explored the option of regrading the cliffs and keeping more of the beach and wildlife habitats, including that necessary for the sea horses.

Go back to the beginning, value the landscape, the historic sinuous design, and take into account why people love this area.

I also believe that this is overkill. The main reason the line gets closed is the issues at Dawlish, not this stretch of the Teignmouth line, but you are not destroying their beach .

The staff at your consultation gave conflicting answers and did not seem to know the answer to many questions, including about the tides for example - Spring tides do NOT only happen once a year!

I accept that there are issues with resilience, but these could largely be addressed by actually spending enough money on maintenance, which would be a lot cheaper than what you are proposing. The work that was done on the cliffs in 2014 seem to have worked, why not just do more of this and up the maintenance?

I have no trust in you as an organisation or the methodology you have undertaken to come to this proposal, trying to claim that there will be recreational benefits is ridiculous, and the environmental damage is dreadful. How can we even comment on that without the full information of the assessment? apart from the loss of habitat, it is well known that hard sea defences created more problems in the adjacent areas. No one trusts you.

The current plans are injurious to the town and need to be scrapped.

Less concrete, more greenery i.e. trees, more character

I think that it is a shame a cycle path has not been added, the inland cycle route would be considerably more hilly and not suitable for younger children. If the cycle path was made on the inland side of the railway the path could be continued to Teignmouth and either have a new bridge over the rail line joining it to the wide seawall near the Yacht club or continuing on a gentle climb to access the existing bridge across the track.

I also feel that the existing Teignmouth sign at Spray point should be located on the seaward side and not moved to the inland side of the track, it has always been a landmark when travelling by train and enjoying the view out to sea to see the sign go past, if its is relocated on the inland side it would be largely unnoticed.

I understand that seating areas will be provided, but i think that there should be some picnic areas incorporated into the design, Spray point is a popular grass area for families in good weather and the current design has no grassed recreational areas incorporated, with the loss of Spray Point and a large area of the beach I feel it is important to try to redress the loss of these areas, I notice that the proposed abutments are flat topped, maybe some of this space could be used?

The above two entirely different things

Utilising the higher service path as additional amenity space.

Need to consider beach reclamation along part of the plan.

The present Sprey Point is a tranquil place for many small birds and small mammals. The trees have been there for many years. It has become scruffy because it has not been cared for recently. I frequently walk from the Point to Smugglers Lane and back. There are many beautiful things to see, the beautiful sea walls, the stones forming the path, plants along the path and on the cliff, trees on the cliffs and on Sprey Point. I left the public consultation yesterday feeling very, very sad. I was born in Teignmouth and I can't believe that all the beauty is going to be covered in concrete. The proposed new Sprey Point looks exactly like a station platform, a slab of concrete with not one plant or tree in sight.

Surely if you move the railway line further out from the cliffs, with rising sea levels the trains will be soaked just as they are in Teignmouth. I see nothing attractive at all in those models. The character and beauty of the whole area will be buried under concrete!

Less impact on beach.

Scour of sand when new wall is constructed is seriously under estimated.

Even with the huge stone revetments that are planned

There will be no beach due to the lowering of sand levels due to scouring.

Through experience, When a sea wall is built this lowering of sand is always significant and under estimated.

Encroach less on the beach.

Include a cycle path on the flat path.

I don't see the attraction of the proposed walk next to the cliffs at all! Surely everyone likes to walk along the sea wall to look at the sea? Who wants to look at a railway line?! If there's a cliff fall there will be people directly under it! I also see the proposed walk as a lonely one. You wouldn't be able to call to people on the beach for help - they'd be too far away!

You mention a cycle path but I didn't see one in the video you have provided!

How future proof is it? Cost, how will it be funded?

Ensure access to beach throughout construction.

Keep the stone used the same colour as the original, several points could be looked at.

The plans could be improved by not destroying the beach and by coming up with a more sympathetic alternative that would work well with the environment instead of just opting for the cheapest and most horrific solution that has currently being put forward. The plans could also be improved by NR listening to the local community and the wider public and act on a better solution.

There does need to be a coastal path but I am unhappy about how much of the beach will be taken up by your new proposals.

Build a cover over the line like the roads in Alps.

The main impact on this line is from the sea, surely moving the line further into the sea will only make this worse.

I am strongly against the loss of the beaches, this is an area of outstanding natural beauty, where the normal person cannot obtain permission to do anything, how can this, which is going to have such an impact on the environment be allowed to be approved?

There is a lot of bare concrete proposed, can some of it be dressed with local stone?

No need for the higher level path and footbridge from Sprey point which adds cost and time to the project

I don't like the end of Smugglers detail. Too dark and prone to antisocial behaviour!

Ensure that the reclaimed land is wilded in a way that supports the local ecosystem and wildlife. Consult the team at the Devon Sculpture Park who are running an internationally respected study on wilding areas like this

This must include the provision for separate cycle routes. This is a once in a lifetime opportunity to include sustainable transport in a major infrastructure renewal. If DCC don't do this now they are missing what the rest of the country are already doing.

Cycling and walking are both amazing but everybody gets along so much better if it is not a shared space.

I think this is a great idea assuming the cliffs don't collapse before the work starts.

Although I live along the Teignmouth Road in Holcombe I don't use the beach that often to walk my dog as I don't consider it safe. ie the sea wall presents a danger as there is no fencing & I've known dogs jump off it; also dogs can easily get on the railway. The new plans would safeguard this.

You need to add a breakwater. This will dissipate wave energy before it reaches sea wall.

Have a foot tunnel from the underpass direct to the beach

Ensure that there are enough "escape" steps and ramps off beach, to escape incoming tides.

A succinct and clear plan view of before and after with emphasis on rail line, walkways and median waterline would be useful. Having seen the (I assume to scale) plan line drawing it is at around 5 metres too large to comprehend.

Having seen the model at Teignmouth golf club, it seemed to lack height to the cliffs and yet extended rail length.

A bridge at Smuggler's Lane to replace the overcomplicated proposal

Making clear that the wall could be raised when extra sea level rise occurs - i.e. by having adequate foundations

Coastal path is fine, but could do more about amenities in general.

Picnic areas on the raised pathways

Seasonal food and drink outlets

Plenty of dog poo bins

Interesting planting schemes to encourage wildlife

All looks very good

By 'softening' a very brutalist design (architect's input?) even limiting the amount of beach lost. Respecting the wildness of this area.

I enclose my completed form responding to the latest public consultation on the above. In addition, I should like to give some detailed comments as follows.

My first point is that when accessing the footpath along the top of the seawall from the bottom of Smuggler's Lane, Holcombe I should prefer to continue to do so using the steps that go up and around the corner than via a ramp. Whether or not a ramp is also provided, minor adjustments to the scheme, such as moving the fence which separates the railway from the areas the public can access, should be made to allow the public to continue to use the steps.

More broadly, I continue to feel deeply unhappy that what is planned will completely alter the character of the stretch of coastline concerned destroying its picturesque and attractive nature. That in turn is likely to have a very negative impact on the holiday trade on which the economics of Dawlish and Teignmouth largely depend. Bear in mind also that in the context of the climate emergency it is important to avoid damaging holiday destinations in the UK. That is because we need to encourage people to "staycation" rather than take their holidays to far-flung destinations abroad travelling long distances there and back in high-flying aircraft creating long-lasting vapour trails which have an additional global-warming effect.

Among other things it appears that the scheme will replace the existing very attractive red-sandstone seawall with an ugly concrete structure. Even if the latter is coloured, textured and shaped to try to make it look like natural stone it will still be artificial and is likely to look cheap and nasty.

In addition to the foregoing objections, there are still concerns among local people about the amount of beach it is proposed to take (they still feel it is too much) despite the fact that it has been reduced.

Furthermore, I have heard a rumour that according to the environmental impact assessment the scheme may alter ocean currents in such a way that all the sand will be washed away from the local beaches. If true, that would not only severely damage the local holiday trade but would destroy it. The same source told me that the effect could extend up to and including the Jurassic coast which is, of course, a World Heritage Site. Whether the rumour is correct or not I do not know.

I am far from convinced that it is necessary to move the railway line at all. I understand there is a risk of a "global failure" in which the base of the cliff gives way moving sideways towards the sea, taking the railway line with it. However, if, as I have been told, the probability of that happening is absolutely miniscule, it would be better to leave the line where it is and rely on rockfall shelters to shield it from rockfalls.

Alternatively, I wonder if it would be possible, along those stretches where there is a risk of global failure, to envelope the line together with the seawall in a very, very strong, slightly flexible, hollow steel cylinder, the whole embedded in a heavy buttress approximately as shown [diagram enclosed demonstrates this]. (I say steel but given the salinity of the marine environment it might be better to make the cylinder from some modern composite material not prone to rusting or corroding provided it had great strength and very, very slight flexibility). The weight of buttress material directly above the cylinder would tend to squash it very, very slightly making it tend to bulge out sideways very, very slightly and to exert a pressure against the base of the cliff counteracting any tendency for it to move seawards. Conversely, if the base of the cliff did start to move towards the sea it would create a very, very slight counter-distortion of the cylinder causing it to bulge upwards very, very slightly which would be counteracted by the weight of the buttress material directly above the cylinder pressing down on it. Thus the two forces would balance and no movement would take place. I should stress that this is not just a tunnel but incorporates a specific mechanism for avoiding (preventing) a global failure. However, I should probably also make clear that I am not a trained or qualified engineer.

If one of the stretches of line at risk from global failure is the one that runs past Sprey Point, it might be possible to make the cylinder slightly smaller in diameter there as in that location it would not have to encompass the footings of the seawall only the railway tracks and the footpath next to them. (There would, of course, still need to be enough headroom for trains to pass and for people to walk along the footpath. Moreover, the cylinder would need to be wide enough to avoid any tendency for high-speed trains to create a current of entrained air which might suck people using the footpath onto the tracks. However, the latter possibility seems unlikely). The seawall runs around the outside of Sprey Point. If the footprint of the buttress could be accommodated within the seawall, that should allow the footpath on top of it to continue to be used as an alternative means of traversing Sprey Point on foot.

The online version of the consultation document states that one of the options that were rejected was incorporating the railway line within a tunnel in a toe buttress at the foot of the cliffs. However, I am inclined to think that that, if it would work, might actually be the best option. The reasons given for rejecting it were that it would require the line to be closed for a significant period and that it would cost too much. Neither of those reasons is valid. The railway line west of Dawlish serves 3 million people, about one nineteenth of the current population of the whole of England. The government, therefore, ought to be prepared to spend at least one nineteenth of the amount of money it is willing to spend on HS2 (I believe the original estimate for that project was £34billion but that the cost has since escalated astronomically) on maintain, and in some cases re-opening, railway lines in the South West. I say "re-opening" because HS2 appears to be going ahead despite the fact that there are already lines connecting London to the Midlands and the North. In distinct contrast, the line that follows the coastal route through Dawlish and Teignmouth is currently the only one linking the far South West to the rest of the country. The old line through Tavistock should be re-opened to provide an alternative route to Plymouth and beyond. In addition, the old Teign Valley line should be re-opened. Although it is only a single track line and, therefore trains cannot pass along it in both directions simultaneously, that would allow at least some trains to continue to run between Exeter and Newton Abbot if the coastal line needs to be closed for any length of line to allow the necessary work to be done.

If incorporating the (coastal) line within a tunnel in a toe buttress would result in stretches of the seawall (or at Sprey Point the footpath alongside the tracks being destroyed or (preferably) buried, the footpath should be carried, if necessary by flights of steps over the top of the buttress or, alternatively, around their edges or diagonally over and around them.

Finally, I wish to re-emphasise the importance that, whatever is done, the result should be visually attractive and reasonably picturesque respecting the traditional character of the area. (Anything either ugly or modern-looking should be avoided). That is important, as I mentioned earlier, in relation to the holiday trade firstly because the local economy largely depends on it and secondly to encourage holiday makers to "staycation" to help reduce climate change.

The nineteenth century builders of the railway kept holidaymakers very much in mind because much of their financial profits were derived from them. Although Network Rail does not make money from holiday makers, it would be nice if it could adopt a similar attitude and approach. Anything else would be a betrayal of the communities of Dawlish and Teignmouth which have grown to their current sizes partly due to the early expansion of the holiday trade facilitated by the building of the railway.

Somehow more beach should be retained

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| It is a natural place - away from the crowd and should not be made into an amenity! |
| The scheme needs to be environmentally and visually friendly. This is an iconic stretch of coastline and the proposed scheme will ruin the whole look of this coastline. Much more thought needs to be given to the visual impact especially the sea wall, the revetments and the buttresses. |
| Spend the money on strengthening the cliff as it is the cliff and not the sea that impacts the railway line here |
| Avoid making dangerously isolated footpaths |
| Where do I collect my seaweed for the garden? |
| Engineers should decide best resolution |
| 24 Hour access to the seaward platform at Dawlish with a ramp |
| Do not have expertise to comment |
| More access to beach especially at Teignmouth end. |
| By having already done it! |
| Cyclists should be prohibited from using new walkways as they are a danger to families with small children and dog walkers |
| Get it done quicker |
| Implement quicker |
| Include a right to cycle on new sea wall path - inland route is too hilly and will not happen. |
| It would be excellent if a turning area was formed at the bottom of Smuggler's Lane |
| Maybe a toilet at Sprey Point |
| Path should be for both cyclists and walkers avoiding increase disturbance to environment |
| Allow cycles to use the sea wall path. This would be a significant benefit for us who enjoy cycling but find the road between Dawlish and Teignmouth dangerous and very hilly. I believe the inland alternative will just not happen due to funding and an apparent anti-cycling population in this area. Once at Smugglers lane the worst of the inland cycle route between Dawlish and Teignmouth will have been bypassed. I would use the coastal path much more frequently if cycling were permitted. |
| Excellent, well researched project - just do it ASAP please |
| I have seen the plans today and it all looks good. |
| If cyclists are allowed, ensure it doesn't become a race track to the detriment of pedestrians. |
| Just give the best view from coast path |
| Plans look as good as can be achieved to me. Perhaps a significant contribution to enable Teignmouth pier to be repaired may persuade local people that network rail really are keen on improving the area. |
| Access to Holcombe beach could be maintained. |
| The plans to not include preserving all of the current beach, or protecting spray point as it is where there are several people who have had their ashes scattered, the current plans are completely disrespectful to this. |
| I am totally sure that there are other less damaging and more effective ways to deal with this issue. I urge you to consider the environmental impact, long and short term effectiveness, the impact on Teignmouth seafront and the mouth of this important river. Please take more time and invest in something that is effective, less impactful on the environment or better still, improves the environment on land and in the sea and is a positive, forward thinking, solution that brings Teignmouth to the forefront of advances in railway protection from the sea. I am completely pro the railway but not this scheme. I also ask that you are completely transparent in all the information and models that you present to the public and deciding bodies. |

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| Don't touch the beach. Come up with a different plan. |
| A flood defence/wave diffuser of some sort. I am not an engineer but I am sure it must be possible. |
| 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. |
| Consult properly with local users. Send heavy rail traffic north and leave this as a branch lane. |
| Existing alignment maintained with continuous rock shelter |
| More thought for the actual beauty of the present coastline and beach. Seems wrong to replace it with concrete. |
| The one footpath on the sea wall is quite sufficient. Public finance is not a bottomless pit and there are far more important local, regional, national and international priorities. Adding extra unnecessary leisure as a "sweetener" for this hideous proposal is as easy to see through as the unrealistic beautified model. The increase in business West of Exeter is a total red herring as the last century shows clearly that few national businesses invest in that region due to being a peninsula. |
| Please reduce the impact to the loss of beach but also ensure any work does not have a negative impact to the main town tidal defences and/or tourism during the construction. The work could just move the sea defence problem towards Teignmouth! Also your design is very utilitarian and takes away a beautiful piece of Brunel architecture - something needs to be done to preserve our precious history at the same time as ensuring this vital service can operate safely. |
| Strengthen the cliffs only |
| 1. Either pin and drain the cliff and continue with other amenities as they are at present or, if not practical, build a rock shelter as every other European nation does for roads and railways underneath large cliffs susceptible to rockfalls, and maintain the current path alongside. 2. Not steal our beach. |
| Secure the cliffs, repair Brunel's wall, close the line for periods of time. |
| Leave this valuable natural resource alone |
| I don't support the creation of coastal paths at the expense of the existing beach. |
| Plans could be improved by NOT taking so much of this historic beach and railway line. Plans could be improved by NOT pouring concrete all over so much of the beach. Plans could be improved if Network Rail employed someone to design a questionnaire that did not look like it was designed by a BTEC Level 1 Certificate student. How could this questionnaire have been 'signed off' by someone from NR. Did they read it before the student submitted it? |
| I would scrap the existing plans completely. My suggestion would be enclosing the existing line with a box tunnel to protect it from cliff falls and the sea. Is this not a viable suggestion, it happens a lot in Europe, especially in mountainous areas. I know it's not so great for the passengers on the trains, lack of view etc, but a small price to pay compared to the utter devastation the current plan will create. Of course, if you are determined not to close the existing line until the new one is finished, this plan will not work unless you can crane in the tunnel sections via helicopter. The line could be closed for very short lengths of time to allow for this to happen. My family and I absolutely love this area, please do not ruin it! |
| Let this line be kept as it exists while NR improve/upgrade/extend a new line inland between Exminster and Bishopsteignton (one of the alternative routes) possibly C4 in my view could be best with existing track and a tunnel. |

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| I would support the creation of amenities as a general statement, but not in the specific context of these proposals. |
| Strengthen the cliff and Brunel sea wall - do not use concrete. |
| In addition to protecting the environment, consideration should also be taken of the aesthetic. Any improved track should be visually in keeping with the landscape, not industrial and grey. Finished works should improve, not destroy. |
| Improve access for emergency services - or helipad near Sprey Point |
| Re-plant the Tamarisk trees that will be lost when the "TEIGNMOUTH" letters are moved from Sprey point, and the area is concreted over. Consider the effect of the plans on local fishermen etc., and make sure that there is no environmental damage. Also consider local beaches generally, distribution of sand, and the overall effect on Teignmouth's harbour, etc. |
| Integrating energy converters |
| How about a covered tunnel approach, rather than (or maybe as well as) extra wall reinforcement. I am disabled so cannot walk the coastal path but I know a safe rail service is essential for Teignmouth, as well as the South west peninsula. |
| Do whatever needs to be done. |
| Instead reinstate the Bere Alston to Oakhampton link. |
| Not possible to decide before EIA complete |
| CYCLE ROUTE included. This would be very popular and bring trade into the town |
| Including a cycle path. 🇬🇧 |
| By actually building a cycle path from Newton Abbot, through Teignmouth, to Dawlish (Warren) and make the gradient as gentle as possible. |
| Ensure this all happens ASAP as per Mr Cameron in 2014 (6years have elapsed) |
| Do not move the rail but support the cliff face in any way you can. You could extend the tunnel OR hold back the cliff face. A dam can hold a vast amount of water so why not a cliff. Sea levels are rising every year it doesn't make sense to move the rail closer to the sea. It will change the view too much and cost way too much money. The thought of 3 years with no rail is just unthinkable. |
| More steps onto the beach |
| Benches and seats in amenity area at bottom of Smuggler's Lane |
| More vegetation - proposed wall looks very severe. |
| It is important the finished project does not look unattractive as the stretch of sea wall and Sprey point is currently a tourist/locals attraction. |

1. There needs to be more stepped access to the beach at Parsons tunnel to avoid a long ramp walk.
2. I am disappointed that there is no cycle access along the route. I understand that this is to be sited inland but there is no detail as to where this will be and whether it will can be used by families i.e off road. Will mobility scooter users be able to use the walkways?
3. The 'Salty Dog' area near Parsons tunnel looks rather like an inner city subway. I hope that some creative landscape architects/designers will be brought in to create a vibrant eating/walking area, maybe with large planters full of coastal plants, grasses, palms etc to make this into a desirable area to visit.
4. The huge concrete wall will look very unwelcoming to people on the beach. This could be improved by inviting professional artists to suggest ambitious artwork to mitigate the 'concrete' impact.
5. The revetment material needs to be natural stone and not concrete blocks. It is unclear in the proposals what materials are to be used.

I believe that a cycleway should be included alongside a footpath, but consideration needs to be given on how the two can work together.

Recognise the importance of the look of the new site for attracting visitors to Teignmouth

By an open sided tunnel and enforcement to the cliffs.

I know you have looked at this but please LOOK again..... you will find locals will be happy with this. Otherwise they feel they are rail raided into something they don't want.

People live here for the wild life, the beach, sea, tourism, let us all be happy that we have satisfied everyone.

By adding some fishing platforms on revetment.

Allow direct access from Smuggler's Lane to the foreshore.

Easier access to Holcombe Beach. Link to Dawlish cycle path.

Public toilet needed at either Sprey Point or Holcombe Beach given improved access

Provide access to the beach at the bottom of Smuggler's Lane as an alternative to the slope already planned.

We need more information about the specifics of what will be done, and in particular the EIA so as to understand more about how the beaches at Holcombe and Teignmouth will be likely to be affected and what resilience can be added, for instances whether the 21st century equivalent of groynes can be put in, or what other measures to mitigate against the movement of sand and beach material can be integrated.

Getting the work done soonest!

Show beach at high tide, currently beach is underwater at high tide. Also point out this is not main beach for Teignmouth.

Top maintenance path to be public access
More info on rewilding of buttress.

Ensure visibility from paths is maintained and maximise amount of beach

Include a cycle path

Include a cycle/shared path to facilitate perhaps a route from Newton Abbot to Exeter. There is a disused tunnel by the café, where did that go? May be useful.

Inclusion of a cycle path

Landscaping, tree planting, places to sit down.

Not sure they can? Unless there's room for some artwork or plants?

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| Provide sheltering, either integrated with seats or separate. Bigger at Sprey Point. |
| Additional access points for mid tide south of Holcombe beach and towards Teignmouth to give more access nearer high tide. |
| If as reported, the colour of the new sea wall is to be black/grey then please consider changing this to blend in with the natural sandstone of the cliffs. Otherwise, I think that the scheme is good and I hope that it will not be delayed. |
| The wall along the footpath should not be too high and thus obscuring walkers views. |
| Continue inland path to Teignmouth |
| Overall, I am much happier with the latest proposal than I was with the first one. I walk from Teignmouth to Smuggler's Lane weekly, sometimes more often, using the sea wall and as much of the beach as I can safely access. One thing which concerns me is that there seems to be a reduced number of steps leading up from the beach. At present there are two sets of steps between Teignmouth and Sprey Point, plus the long ramp at Sprey Point itself. The new proposal shows only one. Also, at present there are four points of access between Sprey Point and Smuggler's lane (inclusive), but the new proposal only seems to show two. This is compounded by the fact that the steps at either end of the new Sprey Point will only be accessible at very low tide. I would suggest that this is of critical importance to beach users, as the tide can be unpredictable, depending on the volume of sand on the beach, etc, and I for one have been glad of the close proximity of an escape route on a number of occasions. It seems to me that the extra cost of installing two more sets of steps (one more either side of Sprey Point), would be negligible. Otherwise, it will be extremely unfortunate if, having vastly improved the amount of retained beach by this new proposal, you then place the lives of beach users in jeopardy by a lack of exit routes. I urge you to look seriously at this. |
| The original plans were better having included a joint use path (with cycle path). why has this been removed? when there are 2 paths for pedestrians and their dogs. I suspect the only people to reply regarding the cycle paths were those who did not want it. the rest of us were very happy so did not mention. The path is wider than most joint use paths in the area, has edge protection and is 1 metre wider than the current path. If you do not wish to be on a joint use path use the inner one for most of the route. If the tide is out dog owners will be on the beach. This is not more leisure option as we currently have pedestrian access, only the cycle route gave it more options. The inland route is not suitable because of the gradient and narrowness of the coast road especially just after the Smugglers Lane on route to Teignmouth. The council would not pay for this. I believe there is also a service 'road', this could be used when not needed? |
| A wave break situated off the coast using granite boulders will protect the beach/wall/railway whilst creating a marine habitat, and retaining the very much loved beach etc.. |
| I suggest, based upon my experience in coastal defences, that if you move the wall 33 feet this will still cause disruption The issue is the sea if you place a breakwater out at sea you can kill the larger waves that are coming in to prevent the sea damaging the wall Also If we look down the seafront you can see a curved sea wall by placing this you can stop and waves that do get past the breakwater and curve the wave back onto it's self killing the energy in the wave The curved sea wall on the sea front hasn't been damaged very much since it opened Proving that it is successful If you look at Dawlish the sea wall is not curved which still gets damaged as not wave loses energy unless it hits the sea wall On the cliff side of the track to prevent the cliffs falling on the rain you could enclose the railway line from there with a half tunnel so people can still see the sea but not the cliffs |
| To reduce the amount of beach lost by the size of the wall. |

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| Think of the cyclists! A cycle path please - would help people exercise more and use less petrol. I want people to be safe and to keep the route open |
| I support the fact that with the new project the scheme will introduce more paths. I do not agree with all the extends on the artificial banks between the railway and the cliff. First of all they are ugly but I understand they are there to support the cliff. However I think they need a better design. From the project I can see some unutilized ares between the railway and the path, on the cliff side, which will be difficult to maintain and they will be the attraction of deposited rubbish. |
| Modify plans so as not to reduce the beach size from the low water mark. |
| No new wall for width of existing walkway. A simple 'open' bridge if necessary over the gap. This would allow less loss of the view; water to remain visible. |
| Is there not an alternative, inland option which does not reduce the amount of beach? |
| I am concerned as to the amount of beach which will be lost, both for lack of public outdoor space but also the environmental impact on the marine life and the tidal consequences. If the aim is to stabilise the cliffs can this not be done in a way that does not take away the beach? |
| More recreation - cycle path, green gym stations and picnic areas/info board and barbeque. |
| Stabilise cliff face so no need for new rail track |
| It is not clear how much of the beach will be lost. I want to see a clear comparison with the current wall and where the new one will be. We have been told the wall wont go out beyond spray point, when I visited the beach at low tide last week it was clear that there would be very little beach if any! |
| This is not the relevant question. |
| We need an independent option appraisal that is made publicly available. (See question 7 below) [This comment is contained in the 'further comments' section] |
| If bridges were put across as in Europe, Brunel's walk would be protected. |
| Concentrate on the 2 areas in greatest danger of collapse using controlled cliff realignment and buttressing then repair and restore the original seawall |
| Using mean low tide is misleading! |
| Really like the fact that there is wheelchair access and accessibility from Smugglers lane and Teignmouth. I feel too much beach is still being taken with this plan. There will only be a small amount available at both ends and only at low tide |
| Reduce the amount of beach to be lost. Ensure the sea wall looks attractive in the local context. Plan for pedestrian access during the works. |
| Construct shelters over tail line and put in breakwater. |
| However this is an unfair question as it implies I agree with your butchering the beach and fobbing us off with a concrete walk cycle way when we would rather keep the beach. If you are determined to go ahead with something, keep the beach, keep the area's natural beauty and character. Do not offer us a choice of concrete monstrosity with no walkway or concrete monstrosity with walkway. Offer access to the beach, various options to still be able to walk there, access to the walkway above that this is supposedly for maintenance only, save the Teignmouth sign and look at alternatives that are going to take account of the environment, tourism, the local community etc. such as softening your plan by waiting until the revetment is needed - I gather its to do with sea level rises beyond the near future. |

I am writing to voice my concern over Network Rail's plan to move to the rail line at Teignmouth and get rid of the beach. As resident Teignmouth one who was born and bred here, I believe it would be a great loss to Teignmouth for several reasons. Firstly, this stretch of beach and Brunel's historic sea wall have been a tourist attraction for at least a century. The beach quite different from the other side of the pier towards the estuary. It is safer for bathing and is well used by locals and visitors. Secondly, nearer to Sprey Point low de reveals fascinating rock pools and a wide range of sea and plant life. I remember spending many happy days as do my own children finding crabs, starfish and other creatures. Thirdly, I believe that concerning over the beach will cause far reaching problems with the tides shifting the sand towards the estuary. The sand is a natural defence against the power of the sea and getting rid of it has been shown to have serious consequences in other areas like nearby Dawlish Warren for example. Finally, I understand that Network Rail's reasons for this work is to stop land slips from the cliff onto the line. As a local and a user of the railway I have not been aware of any landslips since 2014/15 when the main problem was the washing away of the line at Dawlish. The cliff was secured with stakes and netting around that me and this has been very successful.

I sincerely hope that my concerns and the concerns of many many Teignmouth residents and visitors will be heard.

Less concrete - find a more appropriate solution at Smuggler's Lane. The proposal creates a grim bunker with little natural light.

As a local resident and monthly user of trains, I'd like to add to the comments on Network Rail's proposals between Teignmouth Station and Parsons Tunnel. I've attended the public consultations and read every detail I've been able to find on the subject.

Firstly, I'm in total support of the rail track between Newton Abbot and Exeter being made more resilient, I regard this as a vital part of the S W transport system and I hope that any planning future proofs for at least 100 years, if not more.

I have concerns that a piecemeal approach is being taken to the sections of tracks between Newton Abbot and Exeter. I've been aware of expensive ongoing maintenance problems to this 12 mile stretch all my life.

River Teign culvert washouts and sagging problems

Cliff erosion between Teignmouth and Parsons Tunnel

Cliff slippage between the 5 tunnels to Dawlish

Dawlish area being attacked by wave action

Erosion of the protective Dawlish Warren sandbanks

I suspect that for budgetary reasons a holistic approach has never been taken. Given the national importance of this transport link I think this is very short sighted. If you 'totalise' the issues affecting this 12 mile stretch, expensive though the options are, I think a 'Dawlish avoiding' route still needs to be considered.

I am extremely concerned about the environmental implications. Having read my way through the 6 page table summarising the proposed scope of the EIA for the Parsons Tunnel to Teignmouth Resilience works, the list is alarming. I fervently hope that the studies will be thorough and independent. For the 2 rounds of Public Consultations to go ahead without an EIA report I would have thought is questionable? Are there plans to consult the public once the report has been assembled?

It was also worrying to read this Arcadis document:

[https://www.iema.net/assets/uploads/EIA Case Studies/Arcadis IEMA Quality Mark_Parsons Tunnel Case Study.pdf](https://www.iema.net/assets/uploads/EIA_Case_Studies/Arcadis_IEMA_Quality_Mark_Parsons_Tunnel_Case_Study.pdf)

which suggest that "Early engagement with DoT and MMO proved to be an invaluable exercise with the MMO submitting an intention to defer EIA consent decision to the DoT." Does this mean that the Marine Management Organisation are ignoring their responsibilities?

I consider it underhand that a Certificate for Immunity from Listing was sought in 2018 before the proposed scheme was brought to the public's attention. This section of Brunel's Atmospheric Railway is integral, to cover it in a massive concrete structure . . . does Network Rail really want to be responsible for such an act of vandalism?

Furthermore, I think that there'll be public insurrection once they realise that there'll no longer be the iconic view of the sea from their train seat because the 2.5m metre raised wall will block it.

I have rowed this stretch of sea for 50 + years and felt the power of waves bouncing off Sprey Point, I'm not convinced that moving the track further out to sea is the resilient solution for this difficult stretch of trail track. I trust my views will be represented to the powers that be.

Just be more sympathetic to the beach - consider coastal erosion impact

Any major scheme has to give back to the community. However I was very disappointed to see a major benefit that I had with the scheme disappear. This is discussed in the report here...

Section 5 (p.42): - Cycling. It would appear that the initial proposal to accommodate a combined user route was successful with DCC. However a separate (from the pedestrian) cycle route was not successful and as such an inland cycle route would be pursued by DCC.

I would urge that we rethink this in favour of the combined cycle/pedestrian route. To build such an expensive transport scheme and not provide for cyclists would be very hard to justify especially under the current 'climate' which is pushing towards sustainable ways to move (includes trains and cyclists). I would urge NR to talk again to DCC to determine whether a combined path would be allowable.

1.10.4 New Amenity Area

There is currently a cafe which could benefit from a nice seating area being installed. From the report I am not altogether clear how large the 'amenity area' would be but certainly if you could engage with local schools/community artists to deliver a project to make this area of interest. I would urge NR to think out of the box here, use the community to enter a competition to decide who comes up with the best design for the specific area (drawn up by NR). That would engage the locals more than they are at the moment.

A water feature (see Tide & Time Bell) or the ability to see the tide ebb & flow might make the area more interesting. Could hardened glass be used instead of concrete? Perhaps however there will be nothing left to see of worth so that idea maybe a non starter.

General Points: - The huge benefit of this scheme is that non able bodied persons will be able for the first time to easily access the sea wall from Holcombe. This is a huge plus.

Time & Tide Bell funding - community fixture

NR could consider funding a Time & tide bell see timeandtidebell.org A bell is being sited in Brixham for 2020, and we could have one here if we could raise the £6k funds to install it. It would certainly give something back to the community which could be sited possibly @ the Holcombe end or where sprey point (letters).

More consideration regarding saving the old "Brunel" Wall.

I think the plans could be improved by actually leaving the teignmouth sign where it is...not use the stones and put breakers on the beach, pin up the cliffs to protect the railway as much as possible. Considering there has only been one major landslide I feel this is best.

While improved accessibility is to be welcomed, this should not be at the expense of turning a beautiful, largely unspoilt, environment and historic railway features into a "concrete jungle".

The creation of paths is also at the expense of both the amount of beach and access to the beach. At present one can walk from Holcombe to Teignmouth on the beach at low tide. the plans represent a significant loss of this amenity.

In my view plans which addressed these points would be an improvement. It feels, rightly or wrongly that the plans presented are driven by Network Rail's desired outcome with the "benefits" of "additional" amenities being presented in that light rather than considering existing amenities, and how these might be retained.

| |
|---|
| I heard that the cycle path idea has now been removed. That is the one part of the plan I was actually looking forward to & can't see why it would be a problem. |
| I would also like to know what you are going to do about preserving an area for people to use for memorials. There are currently numerous areas on Sprey Point where people have flowers or memorials or just go to think about loved ones. Would it be possible to include an area in the new plans? |
| Not sure what amenities will be provided |
| Do it but consider the locals |
| The plans are fine. Thank you. |
| Please start and get on with it |
| I dont think there can be as we need to protect our railway line |
| If an access quay or dock is used to deliver equipment/materials - make it usable for public when complete. |
| Planting and coastal vegetation on the cliffs (might help spoil erosion) |
| no noticeable improvements |
| Cycle track along cliff top. More steps down Sprey Point embankment. Curve the top of the wall to throw the waves back |
| More trees or bushes |
| Do it faster! I understand this is not possible |
| Need to fully understand the coastal impact of these proposals - environmental assessment. |
| They look as brilliant and sensitive as possible to preserve the line and the coastal amenities. |
| they look like plans to suit everyone's needs, whilst securing the rail link. I cannot think of any improvements. |
| Everybody has been catered for. |
| Beach/Mediterranean murals on the wall - could stop graffiti? |
| I think you have produced a great plan |
| It's a good plan |
| Toilets by Smugglers Lane |
| Show wave return profile more clearly. |
| Coffee/Tea Shack with toilet |
| All seems good to me |
| Disabled ramp access at end of Teignmouth Beach to replace Sprey Point |
| Keep the cycle path |
| Larger 'No Cycling' signs at both ends of 'Footpaths' |
| Looks adequate as they are |
| No I believe the plans strike a good balance of beach retention/rail needs. |
| None - looks great |
| Toilets at Smuggler's Lane |
| Provide cycle way as this would accommodate everyone . If it could all be done together it could cause less disruption |

| |
|---|
| Think it looks good |
| We need a cycle lane |
| I think it's a brilliant design |
| We believe in preservation of existing path by terracing the cliffs, replacement buses would operate from Dawlish to Teignmouth during this work. |
| Reduce current service to a branch line and future proof the network via Okehampton. |
| <p>The rail link with the West Country must be future proof beyond the outlined proposals. Having given it much thought, the most viable and obvious solution would be to reduce the existing track to a branch line which could still provide the vital connections to the local region whilst limiting the scale of improvements and associated risks involved.</p> <p>Instead focusing the main objective of re-opening/extending the Mid Devon route down to Truro. It seems illogical to try and adapt a route which is in constant battle with nature, which whilst being a jewel in the crown of the British rail network, simply cannot meet the growing demands of a increasing population and the need to encourage rail use.</p> <p>In summary, take the strain off the existing line with local routes to Torquay/Plymouth etc. Maintain with more flexible timetables/works schedule. Provide a direct London-Truro line (via Okehampton), finally creating a high speed connection to the Southwest.</p> <p>To consider this plan and the associated impact on the area is madness.</p> |
| <p>Moving the line further out onto the beach seems drastic. Environmental and aesthetic concerns seem to be overlooked. There is a real need for access to the beach all year round. Your current proposal leaves us with little or no beach in normal low tides. The environmental concerns worldwide seem to be more important then ever as highlighted by numerous experts. Is moving the line only to make it easier to keep minimal disruption to your rail schedule? Brunels work should not be covered up in concrete! Improve what we have already. Losing spray point is devastating. A raised green area is an asset and beautiful. The beach and Brunel's sea wall is important not just for locals, holiday makers current and future generations and train enthusiasts. I can not imagine that this is the best your engineers and designers can come up with. My 9 year old and I watch impossible engineering, is this really the best you can do? There are no replacements for spray point. Not enough access to the beach and no beach left after a 3 year construction timetable! I'm no expert but if you spent the money that's burning a hole in your pockets in improving the existing walls and walk ways the resistance would diminish. Please do not build on our beach. This in an opportunity to be environmentally aware and help us to have a fantastic asset to our town. A walk way, the beach and spray point are essential to preserve.</p> <p>A wheelchair friendly pathway, a safe rail to prevent children toppling off. More seating, a cycle path and a picnic area are ways to improve on your plans. My children and I are hoping that a compromise is possible and that the best part of the coast line here in south east Devon will not be lost forever.</p> |
| Please look as at the option of a tunnel, if the channel tunnel can cope with the volume of water then it could cope if their was a landslide. Strengthen the cliff and wall put a tunnel in |
| Leave the rails where they are and build a tunnel along where the cliffs are crumbling |
| Create a tunnel using some of the technical solutions around the world. |

NR show no understanding of coastal resilience requirements with the current Excessive solution & have presented their plans & reasons in a misleading way , their 10year plan to spend £500,000,000 will not create new amenities anymore than it will improve reliability of the train service it will still see waves & debris fly in the wind over their big walls , they need a complete rethink & to involve Marine expertise as well as local knowledge , they have become entrenched into the wrong solution & are wasting public funds with questionable PR antics & bullyboy tactics , they need to admit that their plan is wrong, & move on with a with a common sense approach & devise a better solution

Deal with the problem ie the cliffs and leave the sea wall alone. The wall is not a problem and given your ability to deal with the sea wall at Dawlish, which does need attention, I am of the opinion that you will do away with a perfectly good sea wall and create an inferior wall which will cause problems in the future, not to mention the unknown damage that your proposed works will do to the rest of the beach. If it's not broke, don't fix it. Deal with the cliff fall.

There already are coastal paths and the amenity of a beautiful beach. The proposed plans to create new amenities only have to exist because your planned works destroy this area of coastline.

More public footpaths

we need to keep the beach and the railway and with the LEAST affect on the environment

By not removing the 1.8km of natural coastline and beach.

It seems you consider the danger to the rail network to be from the cliffs, and so have moved the rail tracks away from your perceived danger & moved the people closer to it! it'll be so lovely to walk between two wire railings. If you consider the danger to be from the sea, where is the logic in moving the rail tracks closer to it and further into the bay? Logically the existing track needs to be sympathetically covered. And the people's beach left alone. It doesn't belong to Network Rail!

Leave the beach and beautiful coastline alone. There must be a better option!

Save more of the beach. Let us hear alternatives that will satisfy both NR and local people. Have other options been considered? If so where is the evidence that they will not work? Without this information how do we know that NR's is the best proposal?

Don't take away the beach, there are other options that should be considered before decimating a beach and altering tide movements. Taking such a substantial section of beach can only have an adverse effect on the rest of the beach, marine life and water quality. I feel strongly that this current plan is using Teignmouth as collateral damage for an easy option for the rail network. If Teignmouth ends up losing more beach due to tide changes then the tourism will be massively affected

The safety aspect and lack of beach

Keep Brunel's historic sea wall, and find a more elegant alternative design solution that protects from cliff falls but uses far less concrete and keeps the beach intact, and give access points to the beach from the path as per the existing arrangement.

Only aware of a plan - not several plans. Would like proper information to provided on at least two alternate plans to moving the track over the current beach area.

By building a tunnel over the line where the land slips occur most but, like they build abroad with pillars so people on the trains can still see the sea.

Design a scheme with resilience without destroying a beautiful coastline.

Less concrete

Less reclaimed beach

By not building out to sea and reinforcing/stabilising the cliffs

I am a resident of Holcombe Village in South Devon. There are currently proposals to improve the resilience of South West's railway from Parsons Tunnel to Teignmouth. This proposed scheme would cover over approximately 1.7km of beach in concrete. Holcombe and Teignmouth beach with its open sea aspect framed by the towering red Devon cliffs is possibly the most visually outstanding part of any journey on this iconic train route. It has been a cherished destination for both locals and visitors for many generations.

Whilst it is agreed that the railway must be made more resilient to ensure the future operation of this key transport link I believe that this must not be to the detriment of this special unique location. The resilience of the railway is vital and so is the environment, economy and wellbeing of the community. Many of the current issues with the deteriorating structure of the seawall and the cliff are attributable to the lack of ongoing maintenance that used to be in place (the false economy of cost cutting measures). I would encourage Network Rail to use its best endeavours and ensure that any development it undertakes not only preserves the ongoing transport system but also maintains or enhances the visual and environmental merits of Holcombe and Teignmouth Beach. This is a popular tourist area that relies upon its beaches, the very thing that is going to be adversely affected by the current proposals.

I wish to object in the strongest manner to the current plans for the following reasons:

Environment

- They represent an unacceptable threat to the beach which will be lost for future generations.
- The construction of this scheme will leave a colossal carbon footprint and will destroy sensitive marine habitats.
- The radical realignment of the seawall could adversely affect tidal flows and dynamic sand movement, resulting in reduced flood resilience and changes to the coastline. The Environmental Impact Assessment will not be available until seven months AFTER the public consultation and Network Rail are withholding preliminary environmental assessment data.
- There has been no published tidal flow assessment to demonstrate the impact that these proposals will have on the town and harbour of Teignmouth and beyond. The proposals 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.
- The Brunel sea wall, which has historic significance and has stood the test of time, will be lost forever under a mound of unsightly concrete.
- Building the railway line out further into the sea will just exacerbate the problems caused by the force of the sea. Keeping the line close to the cliffs with some additional work done to them is the most practical solution.

Economy

- The construction period is estimated to last at least eight years. This will deny the local population and tourists access to the area the opportunity to enjoy a fantastic free and healthy asset – the beach and the sea.
- The local economy will be greatly affected as fewer tourists will be attracted to the area.
- Plans have been designed so that Network Rail can avoid paying fines for disruption to rail timetables. Teignmouth's economy depends on its beaches and coveted Blue Flag bathing water quality. Blighted by noise and pollution over these eight plus years local businesses will pay the price of Network Rail's plans for many years after the concrete mixers depart.
- All the emphasis has been placed on the economic running of the line with little or no consideration given to the environmental impact which will have an impact on future generations.
- The current proposals are very costly and could be far more cost efficient if viable suggestions, which have been suggested, are given due consideration.

Health

- This wild stretch of beach is the most powerful prescription, freely available, for the physical and mental health and wellbeing of the community. Joint efforts have been made in the area with the NHS to help overcome high levels of obesity and rising mental health issues. Teignmouth has pockets of very high deprivation levels which this free asset of the beach and sea have been put to great effect.
- Generations will be denied the opportunity to engage in healthy activities such as water sports, beach activities, walking (including dog walking) which currently contribute towards helping the mental health and wellbeing of the local population and visitors to the area.

I recognise that some action needs to be taken to keep this strategic rail line open. However, the current proposals are over the top and very costly (a sledgehammer to crack a nut approach). Many viable alternatives have been suggested by qualified people that are familiar with the area and have a much more sympathetic approach to the environment. I would urge you to reconsider the current proposals.

Network Rail needs to look again at options to stabilise the cliff, the current proposals are unsatisfactory.

That's your job! These are totally unacceptable

Some work to stabilise the cliff, less impact other plans re curved sea wall, rockfall shelters, breakwaters out to sea.

To leave out a cycle track out of your works is the ultimate in penny pinching and selfishness on the part of those who don't want a cycle path - especially with the national push for green travel - and when pedestrian paths are being provided on both sides of the track. All other new off-road pedestrian routes allow for cyclists, so why not you? An inland cycle route will inevitably have to rise some 100m to the hilltop above Sprey point, only to drop some 70m to Holcombe and beside a road - because the area is so 'built up'. That means it's only a 30M walk up Smugglers Lane from Parsons Tunnel to Holcombe to carry on to Dawlish - much better encouragement for cycle use as I commute from Dawlish to Teignmouth and am a member of a cycle club there.

Re Network Rail's plan to obliterate a mile of Teignmouth's beach and popular beach-side walk. It is extraordinary that Teignmouth is to suffer massive permanent environmental and economic damage due to network rail placing the costs of short-term line closure and repair before the dreadful and permanent loss of beach and footpath.

I demand that network rail's plans be cancelled until a solution is found which does not destroy a mile of beautiful and peaceful beach and the beachside walk along Brunel's historic wall.

Very many of the visitors to Teignmouth enjoy a stroll along Brunel's beach-side wall. It offers glorious views together with vivid excitement and exhilaration at different tide levels. I use it regularly as the highlight of a 4 mile circular walk. Others use it to enjoy nature, and for hundreds every day of the year it offers a lovely stroll to Spray Point. It must be one of Devon's most popular coastal footpaths, and is a very real draw to visitors who help preserve the economic life of the town. The proposed replacement path will not be by the sea, but set in a fenced-in concrete nightmare, and probably seldom used. The beach alongside will be gone, covered in 25 feet of rubble and concrete. Visitor numbers will be affected, and with that, the economic life of the town.

Yet this does not need to happen.

The threat of a cliff-fall is real, but experts and geologists see other solutions which can save the beach and Brunel's wall. In the rush to spend money allocated this dreadful act of vandalism has been planned simply to avoid closing the line for a few months during resilience work. Yes, the beach around the pier will still exist, but this is overcrowded, and does not offer the tranquility and beauty of the mile-long section to be covered in concrete.

I repeat my demand that network rails current plans be cancelled until a solution is found which does not destroy this amazing beautiful peaceful beach and Brunel's historic wall.

Loss of the beach is too high a price to pay.

1. The environmental impact of building a huge concrete wall is unacceptable
2. The damage to the historic Brunel Sea Wall is unacceptable
3. The environmental damage of the wall after it is constructed is unacceptable
4. The damage to the cliffs by the buttresses is unacceptable

The inland route Exeter-Okehampton-Tavistock-Plymouth will have less environmental impact and is future proofed whatever happens to rising sea levels

Cycle path along the wall, not inland
More access to the sea for swimmers
Swimming platforms for use at high tide

Leave the line where it is, but protect from Rock Fall. Strengthen Sea Wall if necessary!

At a time when we are encouraging people to be more active Network Rails plans to create amenity facilities as part of their plans in the form of concrete walk and cycle ways while taking away natural amenity facilities in the form of the beach is laughable and completely outdated. Work with the environment not against it. Maintain beach access and shoreline by not covering it in concrete.

Better consultation with local stakeholders rather than just presenting one option. What we currently have is a beautiful, historic section of sea wall and beach and the current plans are completely unsympathetic.

By leaving the beach alone and pinning the cliffs instead.

1. Remove the concrete wall in front of Smugglers Bridge. There have been no (or few) indications that tidal ingress to the bottom of Smugglers Lane is a problem. The bridge itself seems to be very sturdy. Allow people to access the beach directly from the bottom of the lane - this would be a really beneficial improvement over the current situation.

2. The original plans showed that the new sea wall would include provision for cycling. This has now been withdrawn. I would like to see this reinstated. You've said that the new wall will be over a metre wider than the existing. This should allow ample room for both pedestrians and cyclists. This section of the coastline is midway between the Exe Estuary multi-use trail and the proposed Teign Estuary Trail. The proposed link between these two trails via an inland route means riders having to negotiate some significant hills which will inevitably detract from the trail's amenity value to leisure cyclists. Using the sea wall route would represent a significant improvement, and an opportunity not to be missed.

3. The plans show that the protective revetment in front of Sprey Point extends some 28 metres beyond the existing Point. This is a huge amount, and I fear that the impact of that will be increased tidal levels on the rest of the bay. If, as you suggest, the new pathway will not extend out beyond the end of the existing Point, why do you need another 28 metres of protection?

4. If the plans go ahead broadly as shown, then why can't the higher level path be available to pedestrians too, instead of just maintenance people?

5. I think that, given the preventative work that you've already done on the cliff faces, a much more conservative and amenable solution would be to move the rails out by just the width of one track around the critical parts of the cliff, and create a large valley (there's probably a technical term for it) between the foot of the cliff and the railway embankment to provide space for landslips and rockfalls.

As to opposed to a relocation of railway - would support funds to be directed to stabilising the cliffs.

Leave railway track as it is - would prefer cliffs to be strengthened.

We like it how it is now. Just needs proper maintenance.

The beach does not need to be lost, nor the wall

Grade and stabilise the cliffs - Build retaining walls at base of cliffs.

It would be nice, but should not be used as a positive spin point to try and sweeten the rest of the awful proposal.

I write to offer my thoughts regarding the destroying of the beach at Teignmouth/Holcombe, as a resident of Teignmouth.

I moved to the area from the West Midlands in 2013, wanting a better way of life for my family, a better environment for my children to grow up in, to be near to the sea and lovely blue flag beaches. The incidents of 2014 were an eye opener for sure and I am in total agreement with you that the rail needs to be sustained for many years to come, it is a lifeline to the area as well as Devon and Cornwall as a whole.

However, the plan you have put forward has to be the cheapest and worst possible solution for everything, from destroying the beaches, to sea and air pollution, to loss of business's, to destroying the town, destroying wildlife, sea habitat, altering the sea and tidal waves which could affect the docks which is a major part of industry in our region, destroying the tourist trade for decades probably as we have to start again, who will want to come here? I see the value of property devaluing, the are filled with extreme levels of traffic, workmen, pollution for years and years. No it is a plan that has not been thought through, other than to say, 'well we have the cheapest solution for the shareholders' so it must be good.

Why pour tens of thousands of tonnes of concrete on a lovely beach, used by visitors and locals alike, I can see the colour of the sea now and it's not blue. Does this solution help protect the earth and what Britain has signed up to at the Paris Treaty? No it doesn't and this area alone will be fought against. This plan and solution only satisfies the shareholders sitting round a table in London, no regard for little old Teignmouth or it's people and the environment.

You have already seen the opposition to your plan, this will continue until you come up with a more realistic and satisfactory solution that benefits everyone not just NR shareholders. Gradually more and bigger corporations are seeing the effects of your plan and putting opposition to it.

We will fight this all the way until you see reason,

Thank you for reading,

The model is very misleading as it shows loss of beach at "low tide"

The plans offer only one solution to the issues. There has been no discussion or assessment given of any alternatives. I work in engineering and am sure that many options would be considered. It would be good, as a proper consultation to show these other options and the reasons for discounting - cost, viability, engineering difficulties etc.

Build tunnel over the line as they do in Austria/Italy

Abort plans

Where Teignmouth sign is make flower bedding or trees or shrubs.

By considering options other than building over the beach. We know there are some. The amount of 'reclamation' is not proportional to your proclaimed assessment of risk in the cliffs. It makes no sense to go out as far at Sprey Point and not at other units. Having said that, I do not want you to take more of the Holcombe Beach (although I am not sure you can without redirecting the line within the tunnel). The option of building a tunnel in the buttresses was rejected by you because of cost and closing the rail. However, NR has said they are committed to the 'best and not cheapest option'. Why not present different options to the public/government. The plans have not really changed from the original - 30m and 10m (without tunnel line realignment) - 2016 - is less land reclamation than your current proposal, although you are trying to convince people it is not. It would be useful to have steps going to the beach from the upper outer walkway nearest to Parson's Tunnel. I beg you to please reconsider, for our local economy and the reason why many people have chosen to live here. I don't think it needs doing, and if Mr Cameron had not, reactively, promised NR money to do this, it would not even be considered.

Work out a way so that the beach is saved and Brunel's wall - am sure there are other alternatives to the offered plans.

More thought, innovation, less concrete and less brute force.

Scrap them. This stretch of coastline is beautiful and rarely causes problems. Even in storm Dennis and Ciara I saw that trains were still running. Why on earth do you want to do this monstrous thing to Teignmouth? Answer: it is cheaper than your perceived alternatives. That is not a good enough answer, this is vandalism.

Only by starting again

Reinforce the cliffs and leave the track as it is.

Network rail needs to engage & involve a representative of the views of locals. We feel that you are vandalising our industrial heritage wall and beautiful beach. Containing the slippage by more drainage work and taking the XS water out under the railway line would be far superior than building huge buttresses that destroy our fast disappearing natural habitats. The wall itself has had many repairs during the last 150 years but it still holds firm & is of local & beautiful stones, and is often more resilient than the concrete that has been used for steps or prom, that has readily eroded as can be seen in many places. Remedial work should be seen as part and parcel of supporting the line along this stretch of coast. The number of historical slippages, does not merit the enormous desecration of this beautiful and well loved and photographed stretch of the coast. This stretch is the bit that every rail visitor to Devon & Cornwall sees as iconic.

Much better design that retains the beach.

Better supporting information including modelling work to show impact to surrounding beaches.

Much better more in keeping design. Retain the existing beach.

Display clear impact data of the design including modelling to show no impact to surrounding beaches including Shaldon beach etc..

By seriously taking into account all the comments and alternative plans that have been put forward and are available to view on the website www.savethebeach.co.uk

Review your plans to address the issues of:

- Disproportionate size and scale of development in relation to huge amount of well-used and loved beaches lost forever to a brutalist concrete structure.
- Inappropriate design, completely out of keeping with the Devon character of red sandstone and granite, decimating the natural environment for locals and visitors alike.
- Loss of coastal and marine habitats for flora and fauna, on beach, intertidal rocks and out to sea.
- Your flagrant disregard of the importance and loss of Brunel's historic, unique and iconic seawall and path itself - a heritage asset which should be 'listed' as of national importance.

- Your transparency and acknowledgement in relation to:

the breaches of sea wall have been at Dawlish and not Holcombe and Teignmouth;

the unstable cliffs account only for a small part of this section of the line you propose to replace;

application for Immunity from Teignbridge District Council;

assessments of true Environmental impact;

scouring of sand and its effects on town beach, back beach, port, river Teign estuary and out to sea;

realistic impact of 8 - 10 years of beaches closed whilst building work is in progress; long-term effect on tourism, businesses and locals;

irreversible long-term damage to already fragile natural environment;

Finally your website accessibility and accuracy needs to improve - not everyone has the knowledge, patience and tenacity to find things which are buried several layers down under misleading photos and videos extolling the 'virtues' of this ill-conceived scheme.

Less engineering and more aesthetics

By listening to some of the local people who know how the beach will disappear altogether over time after your work.

By not taking the beach away from the locals.

Better design - more in-keeping. Impact assessment and modelling required. Keep beach!

Allow public to use the main tender path half way up the cliff

The railway line between Parsons Tunnel and Teignmouth rarely gets shut. The problem at Dawlish is a separate issue. There needs to be other solutions considered - rock/mud/avalanche shelters before the natural area gets damaged. The plans are not a true likeness of what is there. You are trying to kid the people about how much beach will be left.

This current plan is horrendous environmentally and economically. You are not being transparent, even this survey doesn't ask the right questions.

Drop preformed avalanche type shelters in the small danger zone rather than wrecking the whole area for years!!

Fences too high and ugly in proposals. Loss of beach; Sprey Point; Heritage assets and natural environment not offset by creation of new assets. This would be a net loss to the local environment; heritage and economy.

It looks so ugly and unnatural. In a world of climate change and the gradual destruction of the planet we should be protecting natural habitats as much as we can. The carbon footprint of this proposal will be huge and totally unnecessary. But you haven't even done the environmental assessment yet. Why not? It will also ruin the area, not only the beach, but the beautiful Eastcliff park above the beach whilst the work is going ahead. There will be nowhere to walk, relax and be in nature.

Keep the beach. The plans I saw today are hideous. Our beach at Holcombe will be completely ruined. Brunel's famous wall will be gone. All the disruption to wildlife. The lack of beach remaining is very unfair and wrong. The knock on effect to business in Teignmouth will be devastating. I moved here to Holcombe because of the beautiful beach and the plans I saw today are unthinkable. This concrete destruction cannot happen. A more sympathetic approach is needed. Please rethink.

Leave the beach alone. Repair Brunel's historic wall, instead of allowing its current depreciation due to lack of repairs. Concentrate on pinning /planting/supporting the few areas of the red sandstone cliffs where mud slides are most at risk. Or use a modern contemporary stunning brand new feature bridge, engineered a few hundred metres out at sea, bringing the rail line around the cliffs from Dawlish to Teignmouth.

The plans for the section around Sprey Point appear to be of an excessive scale relative to the risk and remove too much of the beach towards Teignmouth.

I am writing as a geologist. Network Rail's hazard mapping of the section shows it as only medium risk, with a risk of geotechnical failures of the cliff causing up to 48 hours stoppage. This does not in my view justify such a large intervention, nor capital spend, for this section.

The brief for the project of establishing resilience for 100 years for the entire section appears to be disproportionate to the varying risk level along the sections. It would in my view be far more appropriate to utilise one of the less drastic mitigation options offered previously that would provide stability for around 40 years, and to renew this at that point. In contrast with other sections, the risks in this area do not relate to sea level rise, and so there is far less imperative to implement a permanent solution.

In the event that the brief of establishing resilience for 100 years cannot be changed, then I urge Network Rail to significantly reduce the scale of the intervention works at this location, and in particular between Sprey Point and Teignmouth, in order to offer a solution that would at least partially meet the concerns of the community.

I put undecided about increasing resilience because I am not sure that the line is under threat at all by the cliffs at this point in the track. It seems to be at Dawlish that most of the problems occur. And have NW rail actually looked into ways of reducing any cliff threat WITHOUT moving the line at all? If moving the track is essential, plans need to be improved by keeping more of the beach and retaining the more natural look of this stretch of coastline as far as possible. Not everyone wants lots of concrete and more 'amenities'. There are plenty of those at the part of the beach that is in the town. Also, Dog walkers are limited to this part of the beach in the summer months and it is an amazing stretch of sand for dogs to run on all year round. I simply cannot believe that it will be lost or at best, severely reduced in size.

Less concrete

More beach

Leave the history where possible.

If there is option other than taking the beach, you need to look at other options further in land. We cannot take the beach, things like this cannot be undone. It's not fair to future generations and the environment!

Why not go and visit other countries, they seem to be able to overcome these sort of problems without such drastic work

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| An open consideration of options & value for money & safety, , netting, breakwaters, shelters, & a proper report on such options in an open & honest manner, lack of maintenance has caused a lot of problems in the past how is that going to change is their just a desire for a big profitable contract overshadowing real debate here |
| By not putting tons of cement on our beautiful beach . Also want to know effects this would have on nearby areas . If the water cannot go onto teignmouth beach it will make tides higher st Dawlish and The Warren |
| Leave the beach alone |
| Too much beach lost. The old wall and cliffs need maintenance |
| By leaving railway and wall in current position, possibly using canopies, periodic remedial work instead of major capital spend. |
| Dramatically altered |
| Avalanche shelters and a made made reef to break up the impact from the waves, and terracing of the cliffs. Proper maintenance to Brunel's wall. |
| <p>I would urge further consideration of a possible inland route because this issue of erosion due to high rainfall, stronger winds and more violent wave action is going to be an ever increasing risk. This proposed engineering project is commendable in it's attempt to work within the very strict parameters of environment, local opinion and durability. However it can only be a holding operation for the short term.</p> <p>Therefore I urge that an inland route be considered again although it has been rejected as unfeasible. The sheer challenge of logistics, such as access and tides will make this project extremely costly, and surely the investment is better used on a more sustainable inland route.</p> <p>Otherwise the project will be creating just more maintenance headaches for future generations.</p> |
| <p>The plans remove far too much of the beach and will hence destroy our lovely coastline with concrete. Brunel would not have done this!</p> <p>You have also sneaked in to the last report that cycling will not be allowed. Shameful!</p> <p>I really don't believe that you have fully explored more creative options to provide the necessary line resilience without the vandalism of the current plans. You need to do more research into areas of the world which have managed to fulfill the engineering requirements but which are far more sympathetic to the environment.</p> |
| Maintain where possible the original Brunel stone work |
| A cycle path either shared or separate from pedestrians is vital and must be integrated into these proposals. The prospect of an alternative route away from these new works being possible (which seems to be being mooted here) seems absurd and a waste of money. Cycling up the hill on the main road as it bears to the right (Teignmouth Road) towards Teignmouth just past Smugglers Lane is absolutely death-defying. |
| Yes but don't understand why increased resilience. |
| Minimise loss of beach. Also ensure no further loss of sand at Teignmouth outer and inner harbour. |
| Public access to top maintenance path from there into town. View points from top path. |
| Use more natural materials - concrete wall and path look very stark. |

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| Improved coastal environment. Important Surfing beach will be lost. Beach amenity value not replaced by use of a footpath. |
| plans could be improved to include a stepped beach area this would improve the amenity value of the sea and also provide more resilience to the wall as the wave impacts would be reduced. |
| Do not concrete over our beach/ vandalise our seashore. If the rail line has to be closed for a period of time in order to work on the cliffs this must take precedence over destroying both our coastline and an important piece of our heritage - Brunel's wall How can such vast sums of money be spent on HS2 but only a tiny fraction of this available for resilience for the South West. Every other alternative plan/ route should be fully explored. Surely it's the line at Dawlish that is most affected by waves. Push our line further out to sea and we'll have the same problems. This can only get worse as sea levels rise. Plan long term and invest in an inland route. |
| Regardless of cost (future benefit) Bring back the overland old line. |
| Don't take beach what about high tides |
| Avalanche shelters for cliff fall. A cycle path |
| Coastal breakwaters to retain beach (like Sidmouth), more biodiversity-proof on shown green areas. |
| Visual impact of the overall scheme needs to be improved. Surely the cliff reinforcing can be made to look more like the natural cliff face. More provision for vegetation growth. More provision for shrubs and bushes to grow |
| Include a sea water outdoor pool at Sprey Point - this will be to compensate for loss of beach, to increase swimming facilities and be an additional bonus. |
| How about supporting the cliffs as planned and building a strengthened see through tunnel along the track. Berm can be put in place to protect. Less waste of beach, less time to finalise. The worst thing about the plan is the length of time - 8 years of no parking in Teignmouth due to engineering requirements, noise, total overuse of cement in this day and age! There must be a better way! |
| Extra steps to access/leave beach at both ends - Holcombe/Smuggler's Lane and Teignmouth end. |
| More habitat, flowers, trees etc. very sterile and bland at present proposal. Encourage wildlife. |
| I am a resident of Teignmouth. I appreciate that the track must be developed for the future. My suggestion may be considered silly but I think it could be popular and an asset to the town. Whilst the construction taking place and you have the equipment and labour to hand. About where Spray point is now build a tidal swimming pool. Not too deep to be dangerous to children, but good to have fun. There are several holiday towns with them and they are popular. Well it's worth a thought. |
| Has there been a survey of the least invasive support for the line possible? The present structure is appreciated by many. |
| Make it smaller development |

I have lived in Teignmouth all my life and from the 1960s onwards have enjoyed snorkeling and swimming from Church Rocks, Sprey Point and the Parson and Clerk. I have also been a dog owner and now I am retired I walk my present dog on these beaches twice a day throughout the year!! Holcombe and Teignmouth beaches are by far my favourite part of Teignbridge and to have them covered with concrete would be awful!! Surely there must be a better plan where we do not lose our lovely beaches and Brunels iconic wall.

I am writing to you to object to your plans for the Teignmouth to parsons tunnel resilience project. It will be a terrible shame to lose large parts of Teignmouth and Holcomb beach. I regularly walk along both beaches with my family to walk our dog (as that is the only beach which we can take dogs on all year round).

I am writing to you as a resident of Teignmouth to add my name to those of us who strongly disagree with Network Rail's plans for our beach.

I have lived in Teignmouth for 16 years and have raised my four children here. I'm sure you will agree it is a beautiful part of the world and the section of the beach in question has remained largely unchanged for hundreds of years. I understand the need to protect the rail link between the South West and the rest of the country but I simply cannot understand the need to ruin our stunning beach and Brunel's remarkable sea wall. Sprey Point is a very special part of Teignmouth and your plans will totally destroy what is a unique place to quietly rest and enjoy the peace and solitude.

Over the past three years I have suffered a total mental health breakdown and have been unable to work full-time since. At one point my anxiety was so severe that I was terrified of leaving the house, but, as I own a dog I had no choice but to walk. That particular part of the beach was the only place that I felt safe. It's quiet majesty calmed and soothed me and, at the risk of sounding too dramatic, I believe saved my life. When my children were younger I often brought them to this beach because it was less crowded than the main beach and they could play in the rock pools, play cricket and, obviously, build sandcastles. Now they are all in their twenties and living away from here but, when I was ill, I could walk along this stretch of beach and feel close to them. I have spoken to several people in the town who have also suffered mental health problems and they have all, without exception, commented on the extraordinary peace one can find on this part of the beach. It would be a crime to deprive anyone of the beneficial effects of such a serene and beautiful area. Concrete and steel handrails will not have the same effect.

I love this town and I could not bear to see it's heart ripped out by your soulless plans so I am begging you to reconsider. Please don't destroy this lovely and loving town.

I am writing to you to express the gravest possible concerns over Network Rail's plans to concrete over 1.7 kilometres of beach and historic sea wall between Teignmouth and Holcombe, South Devon.

The local communities have not been adequately consulted or informed of these plans. The majority of us are only aware of this catastrophic proposal due to the dedicated campaign of a small group of locals. Network Rail has failed in their responsibility to work with local communities.

This beach is Teignmouth's greatest asset. As a seaside town, we rely on our beach for tourism and local use alike. Hundreds of us, particularly dog walkers, adore this stretch of beach and use it on a daily basis throughout the year. It is in fact the only beach walk accessible to dogs year-round, who are banned for an over-excessive six months of the year on the remaining beach. But as devastating and unnecessary as the loss of this beach would be, the potential loss of the remaining beach and Teignmouth's busy port due to the massive disruption in coastal balance must not be overlooked. This plan could well decimate Teignmouth entirely. Network Rail has yet to carry out any investigations into the long-term effect of destroying nearly two kilometres of beach.

Quoting from savethebeach.co.uk: "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, swelling 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 and/or Shaldon. As such, displacing the sea could have devastating impacts which yet again do not appear to have been considered by Network Rail."

Such impacts could well affect more than just the immediate locale: in 1917, the community of Hallsands was destroyed due to the unforeseen effects of work to extend Plymouth docks, thirty miles away. The coast maintains a natural balance; we meddle with it at our peril.

This is an area of unparalleled natural beauty. The tidal pools and offshore seagrass beds are crucial habitat for many species, including endangered seahorses. It is also an area of great historic interest. Brunel's sea wall and Sprey Point should be protected heritage areas - destroying them would be akin to dismantling Clifton Suspension Bridge. Network Rail appears to have no concern for the historic and cultural landmarks they intend to demolish with this plan.

The fact that Network Rail dares to suggest they will be 'improving leisure amenities' by concreting over our beach in order to give us asphalt walkways merely adds literal insult to injury. This thinly veiled attempt at positive spin does not wash, nor does it in any way compensate for the invaluable assets they are proposing to take from us. To imply that this offers any kind of improvement to the area is nothing but a slap in the face to the residents of Teignmouth and Holcombe, and the company should frankly be ashamed of itself.

Make no mistake: this is not a minor alteration to the coastline. This is a massive structure proposed to destroy an entire beach, and it will have unforeseen consequences. If Network Rail cared remotely about the towns its rail lines serve, it would make every effort to properly investigate all possible outcomes of this plan, including effects on the health and wellbeing of locals; tourism; wildlife; loss of amenities; loss of heritage; impact on the remaining beach, port, and town itself; impact on

surrounding towns such as Shaldon and Dawlish; local property prices; and the permanent, catastrophic loss of an area of outstanding natural beauty.

This plan is akin to environmental and cultural vandalism, and I urge you to reconsider it. There are alternatives, several of them proposed by engineers of considerable experience. Network Rail may not like alternatives that require a temporary disruption of rail services (and the penalty fines they will have to foot as a result), but a temporary disruption to people's travel options is vastly preferable to the permanent destruction of natural habitat and the town's most valuable amenity, not to mention the potential long-term implications. The suggestion that it is a case of 'railway or beach' is a red herring, and in any case, it may well turn out to be a case of 'railway or town'. Obliterating this beautiful stretch of beach and its historic monuments is entirely unacceptable. Almost any alternative would be preferable.

Please heed the concerns of locals. Please heed the concerns of experts who have raised many of the issues I have relayed in this letter. Please scrap this devastating, ill-considered plan before it is too late.

I am a resident of Holcombe and as such, my family and I are regular users of the local beaches, including the beautiful stretch of beach from Teignmouth to Holcombe. Both the Railway and the beaches are ingrained into our way of life; therefore, I am shocked to find out that Network Rail feel that the only way we can keep the railway as part of its Resilience program is to concrete over a large section of our beach. This will affect not only the environment and the economy of the town, but also surrounding areas due to effects caused by the movement of the dunes that would cause drastic change to the coast line.

I understand the need to stabilise the cliffs from potential landslides and that part of the proposed plan hopefully eradicates the issue. I do not, however, see how the current plans which will move the track further out to sea will not, in its own way, cause a risk of just as potentially disastrous situation as cliffs falling. This means it could be caused by the rise in water levels and the increase in the frequency and strength of storms, which we are already seeing happen. Over years I have lived here, we have had numerous times each year where the weather and high tides have stopped/or reduced the number of trains running on the line. There has to be some way to protect the railway from the cliffs without moving it out to sea.

NR claim avalanche shelters, which are planned to be used between Dawlish and Holcombe cannot be used along Holcombe to Teignmouth section because of sideways pressure, this is disputed.

The current plans also run a huge risk to the surrounding coast line and beaches. We have already seen the effect on Dawlish Warren of sand erosion and the scheme constructed has been a total failure. The current proposal for the Teignmouth railway improvements are bound to affect the main and back beaches in Teignmouth, the mouth of the estuary and Shaldon beach and beyond.

It will also destroy large amounts of inter-tidal flora and fauna including a number of endangered species, all of which could be saved with a more sympathetic approach. If the Train has to be moved away from the cliffs, surely a viaduct could be a viable option?

The huge effect on the tidal path of water along that part of the coast line can be expected when you have removed a sandy beach, which is capable of absorbing enormous storm forces and a natural barrier to protecting the coast line. With the loss of Sprey Point, which breaks the flow of the movement of the tide, potentially meaning that the movement of water could end up flooding the lower part of Teignmouth. This was something that was considered in the construction of the original railway by Isambard Kingdom Brunel. The movement of the tide is bound to cause the buildup or loss of sand on other parts of the coast line and at the mouth of the river. This is bound to have an effect on numerous businesses: from Teignmouth Port, to local fishing boats, musselling, water sport company's, as well as the huge number of people who use the mouth of the river and along the edge of the coastline for water-based leisure pursuits.

The loss of the large section of walking beach in Teignmouth will have a huge effect on the local economy, especially in the winter, when it is one of the main draws to the town. You only need to come on any dry (and for the hardy, wet) day to see that the walk from Teignmouth to Parson tunnel, along the beach and on the sea wall is busy with people of all ages walking along. Although the current proposals do offer a walk way along its length, we will have lost the walk on the beach enjoyed by all, especially those with dogs, and those walking along the wall will no longer have that stunning vista of beautiful beach, historic sea wall and beautiful cliffs. Instead they will have a concrete monstrosity jutting out to sea!

If the loss of the beach, as we fear, will stop people from walking that stretch of Teignmouth, it will reduce the number of visitors to the town. Not everyone comes to play on the main beach, a lot come for the long walk to Holcombe. The reduction of visitors, especially the loss of dog walkers on the beach, and coach trips which regularly stop in Teignmouth all year round could have an adverse effect on the local economy. After walking along the sea wall, visitors often like to stop at the local cafes, bars and shops. These will feel the full economic impact of the loss of custom. This in turn will affect the overall economy of the town, and that is a slippery slope!

But it is not only the views which will be affected, for me and many like me, that part of Teignmouth beach has offered me a space in which to recharge my batteries and take me to sort through issues effecting my day to day life. Whether walking on the beach, jogging on the sea wall or even watching my Grandson play along the shoreline. These plans will affect the tranquillity of this area and will remove a natural support to health, both physical and mental. I have visited the consultation and I was disappointed with the model, poor scaling and deceitful portrayal of the size of beach remaining after construction. So please, please, please come up with a more sympathetic solution, one that meets the needs of the Railway and locals, and one which we can all be proud of for generations to come! If nothing else you owe it to the memory of Isambard Kingdom Brunel!

Utterly shocked with proposed plans.

You need to look at alternatives such as the open tunnel that has been put forward and such tunnels are a success in Ireland Italy Germany Switzerland etc also there is a way of building out at /to sea look at Newbiggin, Northumberland.

I'm begging that you look at alternative plans and save Teignmouth.

We run a business here and along with the residents and businesses, if you carry on with your proposal you will destroy our businesses and town so it wont matter if the train comes here or not as there will be nothing here for people to stop for.

Having visited your public consultation in Teignmouth recently, I am appalled at the proposals made for the above stretch of railway.

As a local resident I see the beach being used daily (as I do myself), the town depends upon its beach for tourism which is the major source of income. This will be removed with the erection of the concrete monstrosity you deem to be necessary. I note that the trains are often cancelled due to weather and tide conditions and this new proposal will not improve this situation.

The cliffs are unstable but as residents we have not seen any other alternative schemes. Your easiest and most cost effective solution to date does not take into account the environmental impact. I understand that surveys will be carried out, but only against this one solution which is completely back to front. Start with a problem ,look at influencing factors, find a solution - would be a better and more logical approach.

In addition, the length of time the works will take will have a detrimental effect on the environment and economy of the town. Vague promises of doing all the work from the sea are not practical and frankly unbelievable.

The public consultation was badly managed with a lack of information, I received notification only after most of the events had passed. The excuse given was that local papers were used. It is a known fact that newspaper circulation is at its lowest for decades. I wonder what other information is also not in the true public domain?

To whom it may concern

I have attended two of the public consultation, I would like to say that I am not anti the railway as that this needs to be protected and sustainable however I would like to make the following comments:

1. I attend two of the Teignmouth consultations I can say that they where originally extremely badly publicised, having a consultation the golf club which is situated a mile or so outside town severely restricted the number of people who could attend. I know that there was a free bus service but this was not advertised sufficiently, later I did receive a letter from Network Rail listing the consultation dates but this didn't arrive prior to the first consultations taking place.

I heard about the first consultation at the Teignmouth golf club through the Save the Beach Facebook page as did most of the people who attended, this can be backed up by data taken on the door. Considering the scale and the impact of the proposal the consultations should have been better publicised and definitely prior to the actual events.

I have looked at the feedback you have supplied after the first round of public consultations and feel that the questions asked where loaded in Network Rails favour therefore none of the results can be taken as accurate, I also after attending the consultation at Holcombe came away with many unanswered questions as the staff did not seem to have any knowledge of the actual project or the ability to answer the simplest of questions. I do feel though that Network Rail should take note of the number and diversity of people who took part in the human chain on the beach these people turned out to show that they support the Save the Beach campaign and the feedback from people was that they where absolutely horrified to see how much further the new proposal came out at the Teignmouth to Sprey Point end of the beach than they realized (even after seeing the models) these people who all felt very positionality that the beach needs to be saved can not and should not be dismissed.

2. The model presented at the second round of consultation was extremely misleading it had beach when there wouldn't be any and due to the lack of any scale or anything to show the line the existing wall follows it did not show the scale to which the new wall would come out.

3. Why in sections 1-4 where the cliff stability work consists of using deep dowels, soil nails and netting the realignment line and new wall will be coming out further than in sections 8-12 which is the area of most concern. At the consultation the only explanation I was given was that it needs to come out further from the end of section 3 beginning of section 4 and envelop Sprey Point so that there is somewhere to put equipment while works being undertaken this equipment included a concrete batching plant to produce the sizeable amount of environmentally unfriendly concrete required to construct this concrete monstrosity, this is a very poor reason to destroy a beach that is irreplaceable.

4. In front of section 2 the new wall will come out approx 4-5m further than it is now, this will mean that it will be impossible to pass this point unless its low tide. This will obviously restrict access to any beach that might remain further on and up to Sprey Point.

The model at the consultation discrepantly showed sand in front of the new wall section 2 and we where told that this sand was to indication a mean tide level, anyone who walks the beach daily will tell you that there would be no access beyond this point unless the tide was fully out.

5. The beach is of huge significant to the local community and to the tourist industry on which Teignmouth survives as far as I can see no studies or reports have been commissioned to shown the financial and economic impact that 8 year of construction and the loss of the beach will have on Teignmouth in the short and long term.

6. Environmentally no studies have yet been undertaken to assess the impact not only after completion but during construction, using materials from Isle of Wight mixed with sea water to reclaim land sounds disastrous, the sea water used to mix the materials will be allowed to “dewater on-site” which basically means flow back into the sea causing sediment with can only negatively effect wildlife, water quality, fishing etc.

7. No study has been carried out on scouring and the effect on the remaining beach or the harbour mouth which already needs dredging regularly.

8. I find it difficult to believe that a more environmentally sympathetic and aesthetically pleasing solution to the problem of the cliffs and the sustainability of the railway cannot be found surely there has to be a better way than destroying a beautiful much loved beach and irreparably damaging a town.

9. On a personal level these proposals are devastating, I walk the beach daily and swim in the sea in the summer months. Regardless of the weather i never stop being amazed by how special this area is and the thought that it could so easily and unnecessary be destroyed is heartbreaking. These proposals will not in any way enhance my leisure activities as stated by one of the staff at the first round of consultations.

I understand you are currently consulting on plans relating to the railway line between Teignmouth and Dawlish. (<https://www.networkrail.co.uk/news/public-consultation-round-two-have-your-say-on-revised-plans-to-protect-vital-rail-line-between-teignmouth-and-dawlish/>)

As a local resident and regular cyclist for both fitness, leisure and commuting purposes, I would like to take the opportunity to stress the importance and value of taking the opportunity to include an off-road cycle route joining Teignmouth and Dawlish in this scheme on the basis that:

The existing exe cycle path scheme has been hugely successful in encouraging cycling for all, which had knock on benefits for local residents and visitors' health & wellbeing, environmental benefits of providing good cycling facilities, and benefits to local economy through attracting visitors. A similar scheme for Teignmouth-Dawlish could be expected to have similar benefits, and the combined impact of having the connected routes would enhance benefits further.

A Teignmouth-Dawlish cycle path is very well supported locally in communities of those already cycle but wish for better facilities, and could be expected to appeal as well to those who don't currently cycle but may well do if the appropriate facilities exist. Currently the options for cycling between Teignmouth and Dawlish are particularly poor – the busy road is just too dangerous for leisure riding, and alternative routs involve either footpath or significant gradients.

Investment in cycling facilities must surely be in line with local and national government priorities for clean & sustainable transport and both physical and mental health.

It would represent a great missed opportunity if a scheme addressing the rail infrastructure on that route did not include a cycle facility.

Whilst I support the proposed revised scheme I consider a vital opportunity has been lost in not having a cycling facility.

I therefore would like to suggest that instead of having a footpath on each side of the track as proposed, which seems excessive, that one of the footpaths is a designated cycle track.

This will be more cost effective than having the expense of negotiating and constructing an inland route for cyclists as suggested in the revised proposals.

I live in Teignmouth and regularly surf at Holcombe. Over the last 10 years or so the sand in Teignmouth has disappeared and it is much less regularly surfed. Holcombe offers shelter from an east or NE wind and is a great place to surf for many local and visiting surfers.

I would like the final design to allow us to continue to surf here. What could destroy the wave here is an excessive loss of the beach or rebound (of the waves) from the new wall, which destroys the quality of the waves making them unsurfable. Do the arches and existing revetment need to be altered? I would like them to be left as they are, the rockfall shelter could be built without impacting the beach here.

I would also like access to the beach to be open during construction if possible.

Could sand pumping as the Environment Agency have done at Dawlish Warren be done in Teignmouth and Holcombe? This along with groyne replacement (in Teignmouth) could help mitigate the impact of the loss of amenity from the proposed new revetment and offer surfers somewhere to surf again.

My preference is for a design that protects beach access so it continues to be possible to walk from Teignmouth to Holcombe at low tide. I support the protection of the railway here but the amenity value of the beach here is massive to the town and needs to be valued and respected in your proposed design.

I would like to present my feedback in four sections with regard to the proposals presented by network rail for increasing resilience of the railway between Teignmouth and Holcombe.

1. Length of monitoring period of land slip is too short. The land slip near spray point does not appear to have undergone any further movement since 2014. In my opinion the monitoring period should be extended to further evaluate the risk this land slip poses to the railway. 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, therefore understanding of the land slip risk should drive the scheduling of work.
2. Groundwater management between Spray Point and Holcombe not discussed. When walking the beach between Spray Point and Holcombe it is evident that large volumes of ground water are passing through and under the existing sea wall, in the vicinity of the 2014 land slip. Proper management of these groundwater flows within the context of the existing sea wall should be addressed prior to any more extensive engineering schemes being considered.
3. The range of remediation schemes evaluated 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, viaducts and rockfall shelters (for example those proposed by [names redacted] on the 'Save Teignmouth Beach' site) have not been considered and as such the design scoping should be reworked.
4. Unnecessary extent of cliff stabilisation. Network rails own geotechnical assessment shows that only a short section 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. Should the current scheme remain that being proposed it should be re-evaluated to only mitigate areas of moderate or high risk.

I would also like to add that I am a local resident, living in Shaldon, and visit the area affected by these works on a weekly basis.

I have looked at as much of the information I can find and attended a number of your consultation meetings before deciding on a view of your proposals. I would add that at all times I have found your representatives extremely helpful and knowledgeable thus boosting my confidence in the decisions being made to resolve the problem.

My view begins with the premise that we do not want to lose the railway and want it to remain on its current route through Starcross, Teignmouth etc.

To this end it is obvious that the cliffs must be stabilised to ensure the safety of the rail users. I am a regular "walker" along the length of our promenade as far as the tunnel entrance. It is my judgment that in excess of 90 % of the people I see do likewise. The beach is flooded twice every twenty four hours and I can honestly say a very small minority walk on or swim from the beach once you have passed the Yacht Club and this of course can only be when the tide permits. Your proposals therefore in my view will satisfy the requisites' of the vast majority of people enabling them to continue to experience the delightful walk and for me we will have the added bonus of an alternative path for part of the distance as well.

I sincerely believe the finished article will "improve" the experience and not detract as others are claiming.

If I were to be given the option of a request it would be that pedestrians are restricted for as little time as possible during construction from walking the paths. Were this to be so I am sure peoples interest and co-operation would be strengthened through being able to get up close and witness such an incredible engineering undertaking.

I am dismayed at the project you are proposing.

I have only lived in Teignmouth for 6 years, but I love my town. I am originally from a council estate in South London, so being here is close to being a idyllic relocation.

Part of the attraction to coming here is the beaches. I have spent many hours walking along the entire length of the beach from The Spit through to Parsons Tunnel. Being able to sit on an unspoilt beach and reflecting on life, whilst watching the seabirds, and the occasional seal, has been good for my mind and soul. I have suffered depression on and off for many years, and this beach has been part of my rehabilitation.

I have bought a boat since moving here, so I no longer just enjoy walking the beach, but I also enjoy the beach from the sea. I will often go all along the coast from Teignmouth to Exmouth, sometimes fishing, but usually just enjoying the view.

Atop this, I have been a fan of Brunel since my dad introduced me to the majesty of Clifton Suspension Bridge. It seems criminal to encase the work of this man in concrete. His wall has stood for over 150 years, and yet the wall your engineers are building in Dawlish is already needing repairs due to undermining. I cant help feeling that Brunel would have found a more elegant, and effective way of engineering around the problems we face today.

Going back to my upbringing, I have experience of seeing brutalist concrete engineering. I am sure it has its place. But I be not feel this place is on an unspoilt beach, where it will adversely affect the local environment and ecosystem.

I implore your engineers to go back to the drawing board and come up with a better solution. Your current one will not only cause chaos in our town for 8 years, but may be the death of it for future generations.

I am writing to you with my concerns for the proposed resilience plan from Parsons Tunnel to Teignmouth . We have now survived 2 massive storms , with the worst rain for many years . So much of the country has been severely impacted by the continuous rain . So much terrible flooding, and yet the proposed area has not been impacted at all. To me , this is total overkill . The magnificent wall built by Brunel, has stood the test of me since 1846. I know that there have been problems at Dawlish with the sea wall , but I don't know of many or any such problems between Parsons Tunnel and Teignmouth.

I cannot believe that you can just pour endless tons of concrete over this most amazing structure, with concrete, that is only going to last 100 years, or that, when you have no idea of the environmental devastation this could cause to the surrounding coastline. Plus the Co2 omissions into the atmosphere, what about all of the global warming ? It is an outrage , that these studies have not been completed, before you had your public consultations. The effects could be catastrophic to the remaining beaches and harbour entrance, and Shaldon. The sea levels are rising every year. We live in Ringmore , which is above Shaldon. When we moved to our house , we had terrible trouble getting insurance , even though we are high up from the river. What will happen to all of the residents at sea level ? Will network rail cover the cost if flooding should occur due to you construction ?

Also , when attending 2 separate consultations, and speaking to your different representatives, each one gave different answers, ie , how long will this project last ? Answers ranged from 6 to 10 years ! Where would materials be kept? What effect it would have for tourist using the beach alongside the works , noise levels etc . When I asked the most senior representative if I could record all of my questions and his answers , he said that I could not.. what did he have to hide?

The scale model was totally inaccurate, showing that we will have far more beach , than is true. No cycle path, that you have been advertising. It does not show accurately where the old line is compared to the new one, so it looks like it does not come out far onto the beach. At Sprey Point , it goes out into the sea a ridiculous way.

What about the loss of income that Teignmouth may suffer , whilst all this work is being completed. What about the loss of our 1.7 km of beach . Many elderly people use this walk every day for their health. This is an area that brings many visitors, bringing an Income to the town. Not only spending money on car parks, but shopping, and using cafes and restaurants, and pubs. Visitors come from far and wide to walk this stretch of the beach, to be away from the hustle and bustle of the town.. it is a unique space, which is of immense importance to people with depression, a place for peace. What about access to the coastal path? People travel from all over the country to do this walk. The major problem is between Exeter and Dawlish. This project is total overkill! If Network rail, maintained the wall , as they have not !!! This wall would stand another hundred years and longer than the abortion you are proposing . No thought has been given to this project , it is just the cheapest option. We all of course support the need for resilience, but not at our cost. Please think again. .

Another concern is for the wildlife, I have seen seals , just off the beach, and dolphins. The fishermen have crab and lobster pots running along the beach. We have rare creatures in the sea, and otters accessing the river at Holcombe. Bats in the cliffs , and rare birds wading at Holcombe beach. This beach can never be replaced. I thought it was owned by the Crown. How can you just take from us and them . I read that you wanted to preserve such structures for history. You have cleverly avoided have a restriction from English Heritage. I believe that the deal is already done and this consultation has just been for nothing. I think that you did not expect such an outcry . I have a son who is autistic , this is a place where he can run free and be safe . What about his human right to freedom , what about all of our human rights, are you no human yourself ? We will not give up ,we will fight you to the end .

Yours very distressed and angry !

Objections to Network Rail's plans for Teignmouth Beach

I wish to strongly object to Network Rail's plans for a new, extended sea wall at Teignmouth and Holcombe.

As a local resident, I regularly use Teignmouth beach for leisure activities and would hate to lose this beautiful resource.

Teignmouth relies on tourism and the loss of beach and addition of an ugly concrete wall will certainly have a detrimental impact. Added to that we will lose a valuable part of the railway heritage (Brunel's sea wall).

I worry about the environmental impact of this extended wall to Teignmouth and Shaldon and don't feel enough research has been done to alleviate concerns regarding the displacement of huge volumes of sea water further along. Teignmouth Port is very important to the local economy.

I am troubled that these plans are like using a hammer to crack a walnut. Now that maintenance work has been done on the cliffs, how often has there been severe restrictions on this railway line? Does it really warrant the expense and heartache to local people and visitors?

I urge you to consider less extreme measures.

I am writing to you about your plans for the railway between Teignmouth and Parsons Tunnel in Devon. I've been to nearly all the public consultations and the human chain on the beach. I don't think that the 10 meter model and plans on the screens show just how much beach you want to build on. If anyone wanted to get an information booklet you had to ask because they were under a table so not many people could get the proper information. I use the beach very often and I would be extremely sad to see it built all over. I know a bit about Isambard Kingdom Brunel and to see that historic wall covered up in concrete it would be a terrible shame.

I am writing to object to the current plans for the resilience programme to upgrade the London to Penzance railway between Exeter and Newton Abbot.

I moved to Teignmouth from London four years ago and one of the attractions of the area was the wonderful beach and walks from Teignmouth to Holcombe and Dawlish. Your current plans clearly remove far too much of the beach and will hence destroy our lovely coastline with concrete. I am sure Brunel would not have done this!

I walk on the beach on a weekly basis and am horrified at what you are doing to this special and unique location. You have also sneaked in to the last report that cycling will not be allowed, which really is shameful.

It seems to me that your team has not used their best endeavours to ensure that any developments specifically maintain or enhance the visual and environmental merits of Holcombe and Teignmouth Beach. I really don't believe that they have fully explored more creative options to provide the necessary line resilience without the vandalism of the current plans. They need to do more research into areas of the world which have managed to fulfil the engineering requirements but which are far more sympathetic to the environment.

As an Exeter resident I wanted to write to express my support for the proposed works.

We are a car free household so are dependent on using our bicycles, with our toddler in a trailer, to travel around Devon. There is no safe route for cyclists to travel to Teignmouth from Dawlish, meaning that the area is missing out on significant income. According to Devon County Council the Exe estuary cycle trail generates 3 million pounds a year for the local economy. There is also the potential to link Teignmouth to Newton Abbot with a further trail.

This means it would be possible to cycle all the way from Budleigh Salterton to Moretonhampstead on protected or mostly traffic free cycle paths- this would be a huge asset to Devon and would provide a significant boost to achieving Devon County Council's net zero carbon target.

Many families are not able to afford a car, or the cost of expensive bus or train tickets, so the bicycle is the only way we can access coastal towns like Teignmouth. According to the 2011 census 27 percent of households in Exeter do not have access to a car or van- please do not exclude these people, in particular families, from accessing beautiful coastal towns like Teignmouth.

Given how increasingly busy the roads are in Devon with both cars and bicycles, I would encourage you to risk assess the consequences of failing to provide safe bicycle access on this route.

Having grown up in Devon getting the train along the estuary was a real treat- I hope it can be preserved for future generations to enjoy.

Can I also ask you to ensure that the views of all people are taken into account on your consultation, not just the views of retired people who have the time to attend and respond.

I have attended 2 consultations at Dawlish Manor the final one being on 10/2/20.
My conclusions overall are;

1. Support the project in principle of long-term protection of the cliffs and railway line.
2. Am fairly satisfied with the amount of beach being still available for walking.
3. My remaining concerns relate to the design and appearance of the green mounds between the cliffs and the new railway line. I fear this will look unnatural and ugly unless further work is done on design and especially landscaping. This is also needed to enhance the attractiveness of the footpaths.
4. I am particularly worried about the design/appearance of the new Sprey Point area. We appear to be losing the iconic loop with attractive vegetation and grass with a picnic table which is there now. I request that landscaping be created on the new concrete, something like a raised bed or beds for landscape vegetation, to recreate something equal to what exists now.

I'm emailing to say that I believe in what your plan is for the railway and I really look forward to seeing the developments that will go into making the railway safe.
Teignmouth is a town that relies on tourism and without the railway, we would suffer a great financial and cultural loss.

Keep going.

I went to the first consultation on these proposals in the Autumn and have now been to the second consultation. I want to make a number of points:

1. I am totally in favour of the plan that has been proposed, though I think it can still be improved slightly.
2. Thank you for including the steps from the beach up to the wall. I made the safety point after consultation 1 and am pleased to see your response.
3. I do not think that the walk along the top of the wall is wide enough to be shared by walkers and cyclists (I gather that Devon CC has come to the same conclusion) but it is important to establish a cycle route. Behind the sea wall you are proposing a vehicle width roadway is constructed for engineering and maintenance purposes and I think that with very little extra work, up to the vehicle turning point, that it could be made suitable for cyclists. At the Teignmouth end the track line is very narrow but, with some clever engineering, I would expect that an angled bridge could be constructed from the (extended) maintenance road to join on with the sea wall as the track turns inland towards Teignmouth Station. It is wide enough there for joint use.
4. The top of the new wall appears to have a comfortable domed shape - perfect for some photo enthusiast parent to sit a child on, for a photograph. The risks are obvious so can I suggest a design similar to the roof line of an Austrian mountain house - i.e. impossible to sit on!

That's it - good luck and flank speed. I hope that my comments are of interest.

I have been a resident of Teignmouth for 40 years and walk this section of the coast path on average 3 times a week. My family use the beaches for swimming occasionally. Some members of my family use the trains so we appreciate the need for future-proofing the line. We also appreciate that you have the unenviable task of trying to satisfy the many interested parties. Having attended some of your public consultations I have some comments:

Safety issues on Smugglers Lane, Holcombe

At a meeting in T'mouth Library last year one of your staff said that pedestrian safety at the foot of the lane would be looked into and that there might be changes at your yard there which would improve matters by the kiosk. There has never been a safe turning area for vehicles which are allowed to drive down. Your model this year seems to show no change to improve safety there. One of your engineers agreed with me at the Holcombe consultation recently that there is a serious accident just waiting to happen there. If you cannot provide a safe turning area then access for cars other than those belonging to the two houses near the top should not be allowed; the narrowness of the lane with a blind corner and the notoriously difficult junction with the main road are a serious issue which you do not appear to have addressed.

Cyclists on the sea wall.

Two years ago I emailed Network Rail with my concerns about cyclists ignoring your 'No cycling' signs on the sea wall who give all cyclists a bad name amongst the hundreds of walkers whose safety is put at risk. The steps at Holcombe beach under the rail track do not currently deter them. Whilst walking on the wall I have to turn round every couple of minutes to see if any cyclists are approaching from behind and I and others have had several confrontations with cyclists over the years. Last year you proposed to include a cycle path on any new sea wall and I sent in my comment that access down Smugglers Lane by walkers, cars and cyclists was unsafe but that if you went ahead with a track on the wall this should be a dedicated track totally separated from walkers. Your latest thoughts would seem to indicate that you do not now propose to include a cycle path on the wall and that it is hoped to develop an inland cycle route. However unless you make accessing the new sea wall virtually impossible for cyclists even more will be encouraged to use it as there will be an improved surface and fewer, if any, steps to negotiate.

Sprey Point

I regularly walk along the beach between T'mouth and Holcombe and use the wall when the tide is in. The length of the revetment* you propose concerns me greatly. This will considerably shorten the beach on both sides of Sprey Point. At low tide it is possible, currently, to walk on the beach all the way from Parson's tunnel to T'mouth. The increased distance of the new sea wall from the cliffs at this point along with the revetment and current lines of rocks could make this impossible in future. Yes, the model shows you are proposing to replace the current ramps with steps down to the beach from the sea wall on both sides immediately next to Sprey Point but I feel that the overall loss of beach is unacceptable.

* I wonder if you have considered a rock island similar to those created off Sidmouth beach?

With reference to the proposed developments at Dawlish, Devon to prevent disruption to rail services due to coastal erosion caused by sea damage. I would like to state that the proposals that are presently presented are not taking into account future sea rises due to global warming. Rises that will cause much more damage to the coast in that area and indeed most coastal areas around Britain. The only solution in my opinion is to take the opportunity to move track away from the coast and not waste vast sums of money in abortive efforts and short term measures to maintain the unmaintainable. To the present network rail is letting itself be blackmailed by fish friers ,icecream salesmen and candyfloss venders, their arguments to preserve the line at Dawlish are without relevance or substance and network rail has a greater duty towards preserving train services into the future taking into consideration global warming and other effects of the world heating up, eg flooding etc.

Thank you for arranging opportunities to view the model of the proposed changes to the rail line between Parsons Tunnel and Teignmouth. I do recognise the need for improvements and offer my comments for consideration.

There is an impression of a stark mass of concrete and smooth green grass, instead of the glorious red sandstone cliff, granite and pennant faced wall and varied colours and textures in the existing mixed vegetation. The view of the cliff from the beach itself is reduced by the height of the new wall. There seems to be nothing left of the history of this section of the railway.

Perhaps the solid colour could be ameliorated by incorporating stone from the original wall and footpath at intervals; an echo/edge of the original steps down- I recognise they do not meet current safety standards- sections of stone, cobbles, mosaics on the walls. Nature will undoubtedly take over the green areas but there is an opportunity to incorporate maritime plants and flowers. There are artists and children in town who might welcome the opportunity to be involved.

On the beach itself the revetment is a huge and ugly thing; I know it is to reduce the power of the sea but it does nothing for the beauty of our coast, little for the sea life and holds the risk that people will clamber on it and be injured. Please give consideration to alternatives.

I have attended 2 of your consultation events at Teignmouth & studied the information provided both there & on your website. I remain extremely concerned regarding the loss of beach and the ecological, tidal & historical impact of your plans. The devastating destruction of the coastline & huge financial outlay seem very short sighted for such short term benefits. In an age when the natural process of global warming is being hugely accelerated by man, ultimately we are not going to be able to maintain the estuary & coastal railway line which runs from Exeter to Newton Abbot. You will need to re-establish the inland link.

That being said, I am realistic enough to know that when government & business are determined to pursue short term gain & expediency, they are unlikely to look further ahead.

Some compromises, then? The local community is most concerned with the loss of beach & in particular the connectivity of the Town Beach, Eastcliff Beach & Holcombe Beach. We are also very worried about the environmental impact (including the destruction of the rockpool area near Sprey Point) & the complete loss of Brunel's historic sea wall.

Please be good enough to consider the following suggestions:

Maintain the current position of the sea wall at Eastcliff where there is a dal "pinch point". The cliffs are not considered High Hazard in this area & if you move the line further out here (closest to the town), you will cut off access to the remaining beach for much longer periods. Reconsider the huge revetment at Sprey Point. Could this not be dispensed with or held in abeyance as a possible second stage if needed? Without it, we could save the ecology of the rockpool environment & maintain the current connection with Holcombe beach that we enjoy during the lowest des. Is there any location where we could retain even a section of the beautiful & historic sandstone & granite wall? It should be preserved for future generations. As compromises are desirable, we should be willing to accept that some periods of line closure may be necessary. I am still deeply concerned that we have not been able to see any independent environmental survey nor one on the impact on tides & sand movement.

When will these be available? Will Network Rail accept responsibility for any impact caused by their works on the town, its remaining beach, estuary & port?

I look forward to your response on these matters.

I know there is huge resentment about Network Rail's plans for the line between Holcombe and Teignmouth, as I am sure you are aware. Most residents love their beach as do the people who travel from all over Britain to visit the town. Also there have been serious problems with the Dawlish section of the track.

I saw a documentary on the TV recently showing a railway line in, I think it was, southern Italy where the rail track runs between steep cliffs and the sea. I know that the Mediterranean does not produce the same gale force winds and high seas as Devon does, but their rock fall problems seem to be the same as ours.

They have built a very good covered area along the track, with roof and side walls made of some strong substance which protects the track and trains from rock slides.

Could we not come up with something similar along the vulnerable areas - surely it would be cheaper than reclaiming the land needed and rebuilding the track system, and at the same time maintaining the beaches as they are. Perhaps it could be made of steel with sections of a toughened transparent material so that passengers could enjoy the sea views.

I hope this suggestion is not just deleted without due consideration. I am not an engineer but I do consider logical solutions to problems and rely on others to come up with the technical know-how!

i am writing to you to pass on my reaction to the proposals, and request an alternative approach.

I believe that you have been tasked with keeping the railway service available 24hrs without taking in to account adequately the importance of the cliffs and beach areas, from the viewpoints of historical, nature/wildlife and feelings/needs of the people that use and live nearby. Neither you nor the nation have the right to ignore these aspects. These cliffs and beach areas are more important than the railway service, and must be looked after not pushed aside.

The national railway service is interrupted often for many reasons and there are holdups while repairs are made; that is how it has been/is with this stretch too. Carry on repairing as you do now, and put in optimal drainage for the cliffs to carry water under the existing line; do not encroach on to the beach, nor desecrate the base of the cliffs as indicated on your model.

At the same time plan an inland route to cater for the time when the sea level rises - your current plan will not stop it closing the line in future! An alternative route will cost a lot less than the planned spend on the new HS2 line out of London.

I am concerned about the new proposals and went to the Holcome Village Hall event that was held last week.

I am worried about the marine life, the beach and the walkways.

I realise that safety and future-proofing need to take place and that sea levels are rising. I was all in favour of NR's revised plans until I asked how long it would take. 3 years and 5 years!! The time has really put me off NR's plans.

Isn't there a way for it not to take so long?

I do not support the proposed scheme.

The minimum work should be undertaken to maintain the route safety in the short term.

Network Should develop an inland route avoiding the costal section of the main line into Devon & Cornwall.

The inland route should incorporate all existing trackway and provide short linking sections of new track to provide an inland route to Exeter.

I have been to the Holcombe Village Hall Consultations to see your model and drawings etc, the amount of beach shown on the model at a average tide does not in my opinion match the average tide markings on the drawings, the drawings show that there will be hardly any beach left compared to the model, also the massive amount of concrete would destroy the natural beauty of the coast. I believe from what I have read that there are alternative resilience methods looked at by skilled engineers in this field that would not require any loss of beach and have better ascetic's rather than a massive concrete wall , I also know Anne Marie Morris MP has contacted you with alternative methods , are you looking at these alternatives ? If the line has to be closed then close it , it's a small price to pay in the long term to save this truly beautiful section of coast line .

Thank you for holding a display of your proposed works at Teignmouth and thanks to your staff who had to cope with a large number of locals and from what I overheard a large number of not very supportive views.

I am a retired Chartered Town Planner and have made planning inputs on the reclamation of chalk quarries, gravel pits, waste disposal sites, estuarine marshes, the realignment of an A road and the construction of the M25. While I have no pretensions to being any form of engineer I consider that I have an appreciation of the problems civil engineers often face.

As I understand it the main issue with this stretch of line is to do with the general instability of the cliffs inland of the line rather than the effects of the sea on the other side of the line. Unlike with the Dawlish stretch I have never heard of the Parson's Tunnel to Teignmouth section ever having to have been rebuilt due to being damaged by the sea.

Looking at your model the bright green area of proposed made land, which would force the line onto the beach area, which is the main local objection to your scheme, does seem inordinately large.

I understand from the comments, independently, from several locals that there are several underground watercourses and springs in the top section of the cliff which are a major contribution to its' instability. One of your staff stated that water penetration was a factor in the cliff's instability.

In whatever format your plan eventually takes you will obviously remove as much of the cliff face as you can identify as being potentially likely to fall or slide down before using rods and nets to try to stabilise what remains. It seems to me that if some method of water extraction process was installed so that the water from the springs, rain and other sources could be collected and piped and pumped away. Perhaps a watertight membrane could be laid below the surface at the top the cliff. Any obvious deep vertical fissures should be capped and sealed or filled with concrete, which should also greatly reduce any effects of frost-heave. By undertaking these procedures you could achieve greater and longer term stability using a smaller footprint of made land. You could also investigate the use of willow trees to control groundwater. I have personal experience of a mature willow spreading roots into my garden and reducing its moisture levels 25m away from its trunk. South West water will have a wealth of technical and local knowledge, supported by the wealth that they have taken from locals, which, notwithstanding your own expertise, I suggest you should make use of. How is it proposed to stop water penetration into the made land? If you have a 100 % fool proof system for this then can it not be used on the existing cliff area?

You seem quite content with the angle of repose proposed for the rail-side edge of your proposed made land so I see no reason, if a water management scheme is adopted, why that edge, and consequently the railway line, could not be moved further in land, thus saving part of the beach from development. Your model, which all assume is as accurate as you can make it relative to your actual proposed scheme, shows the top of the made land to be flat/level. I am not aware that any form of use or public access is proposed for this area. The narrower piece of land, achieved by using a water management system, could slope down towards inland to where it meets the cliff face. This would prevent any falling part of the cliff from rolling toward the railway line.

With regard to the creation of a random stone sea wall in the Spey Point area I find this curious. You are proposing to build an enlarged sea wall in an area where, as far as I know, the sea has never breached the sea wall because you are building further out into the sea which is the main potential force for the destruction of what you are building. This seem somewhat analogous to poking your arm

further into the fire because your fingers are burning and you are hoping that they might come out the other side. It seems that the new rock-based sea wall is only necessary because of the line the railway is proposed to take and is necessary to mitigate the power of the waves, which never troubled the existing sea wall. I seem to recall from my A-level geography that the waves we see are part of a circular movement of water, mainly under the surface and the white tops are an indicator that the force of the wave has been broken and the power dissipated. If I am correct (I passed) then would it not make more environmental sense to dissipate the power of the waves further out to sea by forming a reef, possibly using in all or part large stones similar to those proposed in your seawall scheme? Some areas have used sunken ships, but this takes on another dimension. There could be several benefits to a reef, especially a stone one : 1- primarily, less, or possibly none, of the beach need be built on, 2- there would be no impact in normal circumstances between the full force of the sea and the structure carrying the railway line, 3- a sheltered swimming area/lagoon could naturally form between the reef and the shore which would make the beach more attractive to holiday makers, 4- depending on its size and location the reef could become an adventure playground for children at low tide, 5- or a place to fish from and 6- hopefully it will become a home for various forms of marine wildlife.

I consider your reference to 'other amenities' in the Spey Point area to be a throwaway sop with no substance to it. It is merely a polite sound to make the locals feel comfortable.

I hope that you can see something constructive in what I have written.

I think it's about time the line was rerouted in land and use what's left as the defence. It's an absolute outrage that you think your allowed to just destroy the coastline as you please. I ve been visiting that part for over 35years and while I think the train line is important it's not as important as keeping the area as it is.

Considering I actually maintain some of the trains them at run down that part I'm also aware of the fact the diesel trains life hasn't got many years left and therefore to sustain the network down in Devon and Cornwall it will require the lines to be electrified. I also know you won't be able to electrify that part of the line even with this plan. So please don't ruin the coastline as a short fix to get a few more years and trying to delay the inevitable.

I am writing to oppose the network rail plan at Holcombe/Teignmouth. Since choosing to move into this area some five years ago, I have seen some of the devastation that our more recent climate can cause. The worst being in 2013 when part of the sea wall at Dawlish was destroyed leaving rail track dangling in mid air. Teignmouth pier was also damaged to a point that now part of it is needing to be permanently removed.

However, I fail to understand this idea of taking the railway out into the sea between Parsons tunnel and Sprey point. The only benefit would appear to be a widened promenade for pedestrians and cyclists, which in theory, if the cliff is crumbling due to the weather conditions, would come with new dangers and closures. It's a nice idea that we could potentially have a cycle trail from Teignmouth to Dawlish, but not at the cost of losing precious wild beaches and all the benefits that they offer.

Will this section of rail track stop possible sea wall collapse at Dawlish?

Will it save the cliff crumbling?

Will it contain the high des causing further damage within this coastal region?

I don't know if it would be possible to have a reef built out into the sea, or if this would just move the problem along to another coastal town, I guess this would then become South west waters problem rather than network rails.

I would like to see more evidence that this new rail infrastructure which will no doubt cost millions to implement will work well, will not flood, and will resolve further damage impacting on Teignmouth and Dawlish.

With reference to the above plan, I would like to express my concern to Network Rail over the possible loss of the beach at Teignmouth together with the historic sea wall, put in place by our most outstanding engineering genius, I.K. Brunel. It would indeed be a crime against our heritage.

In my view, this plan is much too environmentally brutal and also unnecessary in it's proposed form. It seems to me that as it stands, it is too biased towards protecting the line from cliff falls, although this is vitally important, but not enough towards stopping the line being washed away again, which would render the cliff fall aspect a considerably reduced concern.

I would suggest a more agreeable and possibly cheaper solution would be to put a breakwater, or maybe two, further out to sea, reducing the force of stormy seas rushing in, but saving the beach for everyone to enjoy. There is also the impact the proposed plan would have on tourism, which the area depends on. People come to Teignmouth often for the beach, and it seems short-sighted and dare I say arrogant to push the current plan through.

I have read the publicity brochure and attended the public consultation at the golf course in Teignmouth. We moved to Teignmouth in 2018 to be near our daughter and to live in this magnificent area of coastline. We have been regular visitors for over 18 years. The rail line between Holcombe and Teignmouth is very dear to our hearts.

This stretch of coast/rail line is held in high regard by travellers, holiday makers, locals and historians and the beach is in constant use particularly by dog walkers. The Brunel sea wall should be listed as a historic monument and recognised for what it is. A beautiful sinuous double curving structure completely in harmony with its surroundings.

The proposal is to replace this with a monolithic concrete wall. Surely to build a wall higher and further out to sea will be inviting problems with high waves and tides plus all the stones and rocks the sea hurls at the wall. I am concerned about the effect on marine life.

The new scheme of Feb 2020 leaves a bit more beach at the Holcombe and Teignmouth ends but the plans are using mean tide levels and tides are consistently higher than this for much of the year. So you exaggerate the amount of beach that will remain.

The cliff structure is not as bad as at first thought and the 'buns' look like a huge amount of work for a motorway landscape result completely out of character with the red sandstone cliff face.

Other suggestions have been put forward including rock shelters over the track, elegant curving jetties built out from the shore into the sea at appropriate points which would break the force of the waves.(cf Sidmouth, Lyme Regis, West Bay), a railtrack on bridges and breakwaters completely away from this section of sea wall leaving the wall and beach and marine life untouched...

I am aware a lot of work and thought has gone into this section but I do not feel the current model is the right answer.

I hope you will consider these points.

When we heard that network rail was intending going seaward 30 metres at teignmouth, everyone thought it was a joke. Pictures of dangling rail, cliff falls at livermeade torquay and smashed windows on carriages clearly show the power of the sea and as local sailors we are fully aware of what is possible.

Every time there is a high tide and bad weather then the railway stops, quite understandably. But this is not just a branch line it is the mainline to the whole of the south west. I do not support Jeremy Corbyn, but one statement from him called for the Okehampton route to be investigated.

With current thinking about flights and global warming, the railway is the obvious alternative and a high speed route operating 365 days a year through the centre of Devon and Cornwall seems the obvious choice or at least a detailed plan to show that it is impossible.

Proposals to improve the resilience of the South West's railway

I am writing to register my concern at the proposals for re-engineering the landscape between Parsons Tunnel and Teignmouth as part of the railway resilience programme. My concerns are two-fold; first, the heritage and industrial archaeological value of this iconic topography has not, in my view, been given sufficient weight in the development of proposals. Second, the assessment of the past history of cliff falls and landslides has been shallow and riddled with error; this must be of major concern when the history of problems is being used to justify major disruption, expenditure and destruction of heritage.

This stretch of railway has been the subject of dozens of paintings, millions of sunny afternoon walks, and holiday memories of thousands since its construction in the 1840's. Watching trains at Sprey Point is one of my own earliest datable memories on a family holiday to Teignmouth in 1952. Peter Kay, in the introduction to his excellent 1991 book "Exeter – Newton Abbot; a railway history" says "this is a section of line to which nature has given a very definite identity of its own, and which has had far more interaction with the local community than almost any other section of main line in the country". Even your recently-modified proposals will I fear irreparably damage the heritage value of this cherished site.

Can I urge you to review the justification for the proposed work, and to reconsider all alternative approaches? The fact that the alignment of the proposed works has recently been revised to have a somewhat lesser impact upon local beaches (Teignmouth Post, January 24 2020) indicates that there is scope for flexibility.

Of more specific concern, I would like to strongly suggest a careful review of the history of disruption to rail traffic caused by landslips on the section of line that is the subject of the current consultation, ie Parsons Tunnel to Teignmouth. My understanding of the situation is as follows.

In your "Project Overview for Public Consultation" document you state that there have been "many occurrences of cliff falls causing adverse impacts on the rail track and its services". A map in that document shows the locations of "cliff stability events", indicating 20 on the stretch of line between Parsons Tunnel and Teignmouth. Some information on each of these events is given in Table B1 in Appendix B of your Exeter to Newton Abbot Baseline report. Of these 20, only eight occurred before the year 2000. I will now discuss each of these in turn.

Event 6 I cannot identify; only one event was noted in contemporary records as causing a closure of this stretch of line in the year 1855, and that is Event 7 (below). Event 6 was therefore presumably a minor event (that did not cause a line closure), or it is a confusion with Event 7.

Event 7 (February 16 1855) was a major breach of the sea wall causing the viaduct at Smugglers Lane to collapse (Figure 1). This was caused directly by rough seas whipped-up by a SE gale and no cliff instability was implicated. This appears to be a wrongly-allocated event in the table.

Figure 1. Destruction of the Smugglers Lane Viaduct by a storm in 1855(Event 7). The picture shows passengers transferring from a train on one side of the breach to another awaiting them on the other side. From Illustrated London News, March 3 1855.

Event 8 on October 25 1859 was damage to the sea wall caused by a storm (Figure 2); "the coping stones, probably each weighing a ton each, were tossed about like corks, and huge fragments of the disjointed walls were rolled upon the metals". Again, no rock fall or landslip was involved, so again this appears to be a wrongly-classified event.

Figure 2. Destruction of the sea wall by rough seas in 1859. Illustrated London News, December 3 1859.

Events 16 and 20 duplicate a misquotation from Kay (1991); your document says that “many subsequent cliff falls in 1920’s and 30’s caused blockages of more than a couple of hours”. Kay actually says that none of the falls in the years following the 1923 event (Event 17) caused complete blockages for more than a couple of hours. There was a period of instability between 1923 and 1931 but the only significant events were as follows. A slide close to Sprey Point on Monday March 12 1923 (Figure 3) closed the line, but one track re-opened on Wednesday 14. A minor fall in January 1925 required single-line working for some hours. Single-line working was again necessitated by two slips in December 1929. A landslide on Saturday January 17 1931 closed the line, but a single line was again available at restricted speed a couple of days later. The second line reopened on January 30.

Figure 3. Aftermath of the cliff fall on the line north-east of Sprey Point in March 1923. From The Graphic, March 17 1923.

There then appears to have been a long stable period without any slips on this section.

Event 22 is described as “voiding/depressions in ballast behind wall between 1984 and 1987”. This does not appear to have involved any cliff instability; another case of wrong classification?

Event 23 is described as a breach. It was caused by the undermining of the sea wall during a storm and resulted in a collapse and the line being completely closed for five days, with a further eight days of single-line working. Yet again, what appears to be a case of an event unrelated to cliff instability being wrongly classified.

So, of the eight “cliff” events listed in Table B1 as having occurred between 1846 and 2000 on the stretch of line between Parson’s Tunnel and Teignmouth, at least half appear to be wrongly classified, being matters of storm damage to the sea wall and not cliff events at all. Of the others, only two resulted in complete closure of the line for more than a few hours, in each case for less than three days. In addition, there were a number of days (perhaps a total of less than 20) of single-line and reduced-speed working.

In Table B1 there are 11 “cliff events” on the Parson’s Tunnel to Teignmouth stretch in the 15 years between 2001 and 2014, more than the number listed for the previous 150 years. Why is this so? Two immediate possibilities spring to mind; increased cliff instability due to climate change (eg increased winter rainfall); or an artefact of including in the list many more insignificant events in the recent period.

While increased winter rainfall is one of the firm predictions for climate change, has there been a significant increase already, either in terms of overall totals or short-term severity? I do not know, but it seems to me that this is a critically important factor in the correct interpretation of recent events. While there is no doubt that the 2014 cliff event was extremely serious (probably the most serious in the history of the line), the descriptions of many of the other recent events listed in Table B1 are vague, general, and even downright obscure; Event 29 “rockfall behind fence”; Event 30 “detached boulder”; Event 31 “cliff slippage”; Event 33 “cliff slippage”; Event 34 “Windjammers”. No information is forthcoming regarding actual date and the seriousness of each event, or the extent of any line closures associated with them; yet their location is given to the nearest centimetre!

I am particularly concerned by a statement made in your “Public Consultation” pamphlet distributed in January this year. This is the contention that “Records show that landslips and rockfalls have affected the railway since it was built in the 19th century, with the last major event in 2014 stopping all trains into and out of the South west for six weeks”. My understanding is that the cliff instability was discovered on March 4 2014, when the line had already been closed by the washout at Dawlish

for four weeks. The whole line reopened on April 4, so even if the cliff problem had been solely responsible for the closure after March 4, the total period involved was less than five weeks. My understanding is that Network Rail undertook a controlled dismantling of the cliff, using the pre-existing closure as an opportunity to undertake the work. I suggest that it is disingenuous to claim that a landslide event between Parsons Tunnel and Teignmouth closed the railway for six weeks.

Further, in the leaflet the 2014 incident was referred to as “the last major event”, suggesting that this was just the latest in a long list of major landslides. As has already been discussed, landslides and rock falls have been responsible relatively few line closures, most of which were of very limited duration. Overall I am shocked at the shallow, inaccurate and incomplete assessment of past cliff events. Few details are presented, and no indication given regarding the sources of information. No assessments of the consequences of the events, in terms of duration of line closure, are presented. In particular there is no assessment of what duration of closure would have followed the 2014 landslip event had the line not already been closed by the Dawlish Breach. I assume that the frequency, duration and seriousness of past events formed an input to the modelling of future scenarios. I suggest that this approach has been seriously undermined by the inadequate nature of these inputs.

I feel that a further factor should be taken into account in planning for the future. There is no doubt that the 2014 slippage had the potential to cause a major disruption of services, but the fact that it and the other landslide events have now happened, and much other material has been removed to help manage the situation, must reduce the potential for future disrupting slides and falls. There is a finite quantity of material in the cliff slopes beside the railway, and it is not being replenished. The fact that only one really major slippage event has occurred between Parsons Tunnel and Teignmouth in more than 170 years of operation must give considerable reassurance that such events will be few in the future. Modern understanding of hydro-geology, techniques for managing the drainage into and of the cliffs, cliff stabilisation and remote sensing of conditions within the cliff material should allow improved management of any future potential problems.

I am sure that your experts could answer many or all of these challenges but I am driven to write this due to what I consider to be misleading statements in your documentation, and a superficial approach to research of the history of problems. I have been critical of the lack of detail provided on sources of what information has been presented; I am of course happy to provide details of the sources of the information I have listed, should you so wish.

I am now away on holiday abroad until February 22 but can be contacted by email in the interim.

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.

we would like to register our concern about losing the beach at Holcombe and Teignmouth. We would like alternatives to be considered as mentioned in MP Anne Morris's letter recently and would like to see the environmental assessment at the consultation meetings. We as Teignmouth residents are unable to support the current proposal
yours sincerely

I really loved your plan for the railway, for Teignmouth and other local towns in the area.

I saw the magnificent model and look forward to seeing it in the bright future.

Having finally had a chance to visit the model, and see the proposed plans, I would like to say, I fully support the project.

However, there are a few concerns that would need to be addressed, one of those is the Teignmouth Sign, whilst I was informed you are planning to retain the current sign and relocate it .

The position of the sign on the model show it to be inaccessible, and this would be a huge shame, that sign is a huge part of the community.

It's quite common for family's to pose with that sign, to sit in the O, and to take photos and play games around the sign, I've attached some photos of my Niece and Nephew on our New Years Day breakfast as an example.

The other thing that would need to be considered is that it must face the Railway Line, but also have the same view out to sea when you are stood in front of it.

The other matter that was a shock to me was the confirmation that you won't be adding a cycle path to the wall, this is a huge disappointment.

Having a cycle route all the way from Dawlish to Exmouth, and a large section between Newton Abbot and Bovey Tracy, the missing part of the cycle route in Devon is that between Newton Abbot and Dawlish.

While efforts are ongoing to get a section between Newton Abbot and Teignmouth along the land adjacent to the line from The Passage House to Teignmouth, Nr Morrison's.

I have however been informed that you plan to make the path along the cliff behind Smugglers Inn cycle accessible, similar to that along the top of the cliffs in Dawlish (NCN2).

Do you have any plans, drawings or possible layout for this route, and how do you plan on connecting it to the town centre in itself, I can't see how that would be possible without using the wall, as the area mentions is past Parsons Tunnel onwards.

The lack of a cycle route would be tragic, and all Major Infrastructure projects should consider where they can add them, if we are ever to get some kind of modal shift from Road Transport.

How do you plan on dropping this down into Dawlish, when you get to the other end, and joining it up with NCN2?

I can't imagine it being run down Lea Mount, as this would be too steep, and the paths are too narrow.

Perhaps via Coronation Avenue, Past West Cliff Primary, and down Barton Hill into the town centre, and then along Brunswick Road, or The Strand to the station where it could rejoin NCN2

Although, I know that's not part of your remit.

I agree that the railway between Parsons Tunnel and Teignmouth needs to be more resilient. However, I strongly disagree with Network Rail's Proposals because of:

- Loss of most of Holcombe beach where I bathe, meaning that it will be unusable except near low water
- Destruction of Brunel's historic sea wall.
- Loss of character of the Walk with the reprofiling of the cliffs and replacement of the stone walkway with its gentle curves by a less sinuous structure of mass concrete

There have been no significant falls of material from the cliffs since 2014, indeed the only, small, fall during this very wet winter has been at Eastcliff, where under the proposals the railway will remain in its present alignment.

If the work to stabilise the cliffs at Woodlands, carried out in 2015, was completed and similar work done elsewhere, together with improved drainage, the proposed aggressive intervention would be unnecessary.

As Network Rail acknowledges, the problem of wave damage is less than at Dawlish. Regular maintenance of the sea wall is essential, with any voids identified and filled. I accept that a revetment may be needed immediately to the east of Sprey Point.

The second round of public consultation meetings ran from February 3 to February 10, 2020 with consultation until March 1 2020. Public consultation meetings did not comply with Equal Opportunities legislation as all were held on weekdays between 12pm and 8pm, allowing no access to members of the public not available within those times. The six public consultation meetings each lasted for four hours making a total of 24 hours over a period of eight days, out of a consultation period lasting 40 days. This confirms concerns about the consultation and limited information already raised by members of the public, community groups, councillors and MPs.

The Equal Opportunities Commission are aware that not all members of the public had access to the six public consultation meetings, due to the scheduling of those meetings by Network Rail.

It is usual to include an Environmental Impact Assessment at the consultation stage of such a proposal. This has not been done. Network Rail will include this in substantive plans for its preferred proposal in October 2020. This is far too late and adds to concerns of the public and environmental groups that Network Rail has scant regard or concern for the environmental impact of its proposal.

The need to improve rail links between Cornwall, Devon and the rest of the country is accepted. Network Rail has not given full and proper consideration to alternative options. It has concentrated on modelling their preferred option to move the railway line from Parsons' Tunnel to Teignmouth further out to sea with the consequent loss of 53,829m² of uncommon red sandstone beach.

Network Rail's argument that all the cliff along this length of beach is unstable is questionable. The area of the 2014 slippage coincided with issues relating to flooding in Woodland Avenue over a number of years previously. South West Water carried out extensive and significant works to rectify the causes of the flooding in that area. Rainfall between September and November 2019 was more than twice the amount for the same period in 2018 and at 19" was half the average annual rainfall for the area. This heavy period of rain did not lead to further slippage of the cliff, testimony to the lack of significant weakness in the cliff. That reinforces the need for a drastic review of the current proposals which would be hugely expensive, highly damaging to the environment and immensely detrimentally to the economy of this coastal area.

Network Rail's current proposal includes a substantial 'revetement' to absorb wave energy. Wave energy will increase if the railway is moved further out to sea. The slippage on the cliff in 2014 was not due to wave damage. Moving the railway into the sea increases the risk of damage from waves. This proposal would reduce resilience of the railway, in fact it would further restrict the number of train services to and from Bristol, Birmingham, Manchester and Scotland. Cross Country locomotives are unable to operate from Dawlish Warren during stormy weather and at high tide; moving the railway into sea where wave height is higher (regardless of any 'revetement') will only add to delays in rail services.

Alternative structures to protect the railway line from any slippage are more cost effective, proven in extreme climates and would not result in the extensive environmental damage currently proposed by Network Rail.

Rock, or avalanche, tunnels appear to have been overlooked, as has the viaduct option. Why?

Network Rail's plans and models do not provide full information. There is no comparison with the existing environment and Network Rail's proposal. Plans do not state a scale; there is no tide datum or altitude of cliff. There is no reference to logistics stating how materials, heavy plant equipment and personnel would be moved to the site and waste products removed. These are significant omissions and undermine genuine public consultation.

There are grave concerns that Network Rail intends to exert rights to acquire land between Holcombe and Teignmouth to facilitate this proposal. These include the valuable amenity area of Mules Park to store materials and equipment, and removing public access.

There appears to be little evaluation of amenity value that would be lost by this proposal which means that 53,829m² of land, in this case, beach and seashore would be lost.

Any potential loss of the coastline, beach and amenity area between Holcombe and Teignmouth will result in significant loss to the local economy. The disruption, noise and damage by all construction work would be on an industrial scale and detrimental to the lives and livelihoods of all those living in the area.

Turning to the mammals, birds, marine wildlife, plants and all the other living things that live in this sensitive environmental area.

They have no access to media, so we all have a responsibility to allow them to live i where they thrive, not simply survive, or shrivel and die. Blasting, excessive vibration from heavy machinery, dust and debris from construction, will inevitably lead to loss of nesting, breeding and feeding sites.

Peregrine falcons, a rare species, have a long established roost on the cliff, the habitat of the (extremely rare) short-snouted sea horse would disappear under concrete. The cliffs between Holcombe and Teignmouth are a well-vegetated coastal habitat, with cliffs of red sandstone. It's a rich sloping landscape populated with diverse species and plants, ideal foraging and flight paths for birds and insects. This includes bats, where the majority of the British bat species recorded include breeding colonies of lesser horseshoe, brown and grey long-eared, common pipistrelle and whiskered bats. Non-breeding colonies of greater horseshoe, serotine and soprano pipistrelle bats are also resident. The list of resident bird species marine mammals will be provided on request.

There is no reference to the impact of Network Rail's extensive construction proposal on coastal erosion, which is likely to extend to Hopes Nose in Torbay in the west and east to the delicate cliffs of Dorset, already experiencing significant landslides and erosion. Examples of this have occurred in East Anglia when coastal construction caused considerable erosion further in other areas. The impact of erosion on the shipping channel of the working port of Teignmouth, on the Teign estuary and the Exe estuary to the east, with its important wildlife reserves and Sites of Special Scientific Interest is unmeasured. This will be immense.

Biodiversity will be damaged beyond repair if this unnecessary construction proceeds.

Our precious and vulnerable planet needs help to protect it and ensure its survival.

That includes the coastline between Parsons' Tunnel at Holcombe and Teignmouth and every one of the 53,829 square metres of beach and shore that will be buried under tons of construction material. It will be an immense loss of biodiversity. The beach and seabed will be scoured and scraped, resulting in total loss of red sand, larger marine organisms and plants and too many micro-organisms to count.

Turning to Network Rail's current proposal, plans and model. There appears to have been no consideration of the heritage, amenity and environmental consequences of constructing an immense black structure at the foot of red sandstone cliffs. Those cliffs between Holcombe and Teignmouth form part of the valued Devon coast stretching from Berry Head at Brixham, across Torbay and on to Shaldon.

Does Network Rail want to be remembered in history for destroying an environment as it did not consider the available options to give Brunel's railway resilience and preserve the environment?

This stretch of beach and railway line is of immense amenity, historic and cultural value. The current proposals would not encourage visitors, rather the opposite and that would have a negative impact on the local economy.

Access for all within Network rail's proposal; the Department for Transport has stated that all parts of the rail infrastructure must be more accessible to people with limited mobility, including wheelchair-users. Network Rail's proposed plans for the new sea wall refer to 'stepped access' to the accessible beach. The needs of people with additional needs, including reduced mobility, do not appear to be considered.

On the subject of access, Network Rail personnel have spoken of no public access from partway down Smugglers Lane at Holcombe, to any part of the beach or sea wall to Teignmouth for a period of 10 to 12 years until the project is completed. This is totally unacceptable, as it would mean that (should this proposal be permitted) that the only way that the public could monitor/observe construction would be from offshore.

Network Rail is accountable, has to be held to account and has a responsibility to work sustainably. Currently it appears reckless in respect of its own governance and accountability.

I am writing with regard to the consultations currently taking place by NR (Network Rail) concerning their proposal to improve the resilience of the railway line between Teignmouth and Parsons tunnel and to make NR aware of the strength of feeling by local residents who are strongly against this scheme for various reasons, which I have tried to convey below. (My personal comments are also shared by the "Save the Teignmouth and Holcombe" website and Facebook page).

Whilst we appreciate that it is important for the railway line to be made more resilient for future generations, surely it should not be at the expense of losing all, or part of the current beautiful and unique walk along this historic pathway, as well as sacrificing the beach which gives so much pleasure to everyone. This, in itself, raises crucial concerns against the project going ahead.

Although the long-term plan to improve the leisure facilities may seem appealing in theory, the reality is that we will have to face massive disruption in the area during the 8 year timeframe confirmed for this project. It goes without saying that any enjoyment locals and visitors currently experience in this beautiful stretch of coastline, both by walking on the beach and the current footpath, will be greatly missed throughout this time.

How sad for the older residents that the pleasure and wellbeing this walk gives them may be taken away if the proposal goes ahead. Please bear in mind that Teignmouth has a particularly high proportion of older people who benefit mentally and physically from using this walk on a regular basis. Unfortunately many of them may not get the chance to see the outcome in their lifetime if the current proposal go ahead. It is also worth mentioning that many individuals and walking groups use the pathway as it offers a scenic route from Teignmouth to Dawlish.

Surely there must be other viable alternatives of mutual benefit to rail-users and locals/visitors, which will minimise the disruption, threat to the environment and enjoyment this area currently gives everyone? (It would appear that other options have already been discounted by NR without the opportunity for evaluation by independent experts and other interested parties, including the Teignmouth community).

It goes without saying that even if NR open some of the stretches of path while the work goes ahead, it will not offer the same well-being effects with all the chaos, noise, vans and workforce using the area while the work is carried out. The Teignmouth coastline will no longer be looked upon as a place to enjoy leisure time when there are further traffic problems from the NR vans and workforce taking over the town which, in turn, will lead to visitors abandoning Teignmouth in favour of other seaside areas. Can Teignmouth take the hit for such a long period?

If the plan gets the appropriate approval, there will be another set of challenges and concerns once NR have applied a Compulsory Purchase Order for an appropriate piece of land to use as a compound for their equipment, material and vans, which is likely to be a valuable asset to a town already stretched to the limit in providing adequate parking on a day-to-day basis. This could potentially have a detrimental effect on Teignmouth as a whole.

For the sake of the town, the people who live here and the visitors who enjoy and appreciate this unique and beautiful landscape, it is very much hoped that NR will take a step back and re-think their proposal to seek a compromise so we are not deprived of this beautiful walk, both on the path and beach, which Teignmouth has become renowned for over the years. Before long, it may sadly too late to "turn back the clock", as the knock-on effect will be that locals and visitors will not have the same desire to spend their leisure time in the sea-side part of town.

For the sake of the environment, the plans 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.

Lastly, apologies for this lengthy email, but this really does come from a very strong desire to protect our wonderful town, which I have grown to love for all its natural charm and the “feel good factor” we are all fortunate to enjoy from the beautiful scenery of the back beach right through to the unique Parsons tunnel walk.

I am writing to voice my strongest possible objections regarding the proposed Network Rail Resilience program, Parson's Tunnel to Teignmouth. The plan as it stands will destroy a place of outstanding natural beauty, depriving Teignmouth of one of its main attractions for visitors, with consequent impacts on the tourist industry on which much of its economy depends. Are Network Rail going to compensate all the local business affected?

To my knowledge Network Rail has as yet produced no environmental impact study. This is extremely worrying as the building of such a vast new structure is bound to have a massive impact on the tidal waters with a greatly increased risk of flooding in Teignmouth and Shaldon. Are Network Rail going to compensate the town when this happens? What will Network Rail do to protect any endangered species when their environment is disturbed or destroyed?

Why does the proposed plan fail to address the main problem of groundwater drainage causing the unstable cliffs? As it stands, your intention seems to be simply to move the track away from the cliff - incidentally with no thought for pedestrians using your new proposed cliff-side walkway apparently! Are pedestrians not at risk of injury or death from rock-falls?

Why are no alternative plans being put forward which would be more environmentally friendly? A viaduct for example or avalanche shelters or work on the drainage system in the Holcombe estate above? Could it be something to do with money?

If the proposed plan goes ahead it will be the death of Teignmouth as we know it, not exactly a noble legacy. Wouldn't you rather be remembered as the man who thwarted a catastrophic scheme and saved the day with a bit of grit and imagination?

23rd February 2020

Re: environmental and economic impact of Network Rail's proposed works 'to improve the resilience of the South West's railway'.

I am writing to you regarding the above scheme proposed by Network Rail. As a resident of Holcombe (part of the area to be affected), I write with concern about the above proposed works.

As I understand it, in an attempt to improve the resilience of the rail link in the South West, Network Rail plan to carry out major works along an extensive stretch of the coastline at and between Teignmouth and Dawlish. I write with particular interest in the 'Parson's Tunnel to Teignmouth' section, although many of my concerns also relate to the Dawlish section.

Due to perceived threat from unstable cliffs, at Teignmouth the plans propose to effectively move the railway line further away from the cliffs, i.e. closer to the sea. This will involve 'reclaiming' land behind the new rail line, by filling this in with concrete, building buttresses and extensive revetments. The affected area would extend for a considerable distance, and affect a significant proportion of the beach and cliffs at Teignmouth. One of the two revetments is planned to measure 750m in length, and to extend 28.4m further out from the current point.

There is considerable concern locally, about the potential devastating environmental impact on both the immediate and the wider area. This applies both during the construction process, and after completion of the works. Obviously, this will affect the entire coastal and marine environment, and potentially decimate important habitats. The latest timescale suggested for the construction process is 8 years. I hardly need to point out the damage that would be caused to habitats and wildlife by the noise, vibrations, disruption and materials and processes inherent in the construction process. The completed works will result in the replacement of a large, natural beach environment with concrete.

I personally do not feel that sufficient consideration has been given to the environmental impact; indeed, the Environmental Impact Assessment will not be available for some time, and will be produced after the Public Consultations have ended. It seems a flawed process which allows this to happen, so that there will be no further public consultation after this information is made available, and which means that this information is missing from the current consultation. How are we to form an informed and accurate judgement? Also, what information has been gathered about the environmental impact on other parts of the local area? Presumably the noise will travel some distance, and the water quality will be affected. How will the movement of sand affect other areas, such as the Nature Reserve at Dawlish Warren? I would hope that another solution could be found, which is more sympathetic to the environment. In this day and age, when globally we are waking up to the need for much greater protection for our planet, and to lesson our impact on it, I can not feel reassured that this scheme will meet this need. There is also some question as to whether all these measures are actually necessary. At the very least, the scheme seems ill-conceived and heavy handed.

In addition, I cannot comprehend the wisdom behind moving any rail line further out into the sea. The whole premise of these proposed works seems to be about protecting the resilience of the railway for the foreseeable future; yet how does this fit with the predicted effects of climate change and rising sea levels? Surely, any such venture will make the rail link more vulnerable in future. Indeed, in the last five years, since I have been resident in the area, the trains have stopped running numerous times – but each time because of waves at Dawlish, NOT because of landslips at Holcombe or Teignmouth. Notably, within the last few weeks, despite the recent excessive rain due to storms, there has been no visible landslide on this section. However, a train was hit by waves at Dawlish, causing a window to break and a passenger to be injured. How will this situation be improved by the proposals? Far from

this plan enhancing the resilience of the railway, I feel that it can only make it more fragile.

If work is truly necessary to prevent landslips, surely an enhanced maintenance programme would be a cheaper and more desirable option. It does not currently seem that much maintenance is being carried out on the cliffs or existing sea defence structures, despite assurances at the Public Consultation to the contrary.

I also wonder why Network Rail feels it necessary to extend the area around Sprey Point so excessively, as according to their plan showing the risk to each of the various zones on the cliffs, this area is not classed as high risk, whereas other sections which are classed as high risk do not seem to warrant such building. Another question which was not answered at the consultation. It feels like the plan has not been properly considered.

I also wonder about the impact of such a significant scheme on our local economy, in particular tourism. Surely, one of the main attractions for tourists to Teignmouth and the surrounding area is the wonderful natural environment provided by the extensive beach. I suggest that after eight years of noisy, disruptive construction work, resulting in a significant loss of our prime asset; most of our regular visitors will have moved their holidays elsewhere. While Network Rail state that this work will boost the regional economy, I wonder what proper consideration has been given to the impact on our local economy. It feels very much that our economy will be sacrificed if this proposal goes ahead.

In addition, I am concerned that Network Rail do not seem to have given proper consideration to alternative proposals. What other options have been considered from solutions found in similar situations worldwide? At each Public Consultation, I have asked about the alternatives, and have not been given any proper answer. I have looked online at the link provided by Network Rail, and have concluded that this information is well hidden. I am concerned that this preferred option by Network Rail was selected at an early stage, and they have only paid 'lip service' to public concerns and alternative proposals. I am concerned that this proposal is being presented as the best option, whereas in fact it is the best option for Network Rail, and NOT for the local area. My understanding is that part of the reason behind this scheme is to avoid interruptions to rail journeys (and associated financial penalties) during the construction process. If this is the case, this is totally unacceptable, and is insufficient reason to cause irreversible, permanent damage to an important local amenity and natural resource.

In addition, I feel that residents in the wider area were unaware until very recently of the extent of the impact of these works, and there seem to have been various barriers to transparency.

For example,

1. How widely advertised was the first Public Consultation?

2. Initially, the dates for the latest round of Public Consultations did not include an event in the town of Teignmouth (the town most affected) – merely the Golf Club which is out of town, up a steep hill. This limits the ability of residents (particularly the many elderly residents) to attend, especially since details of the 'shuttle bus' service were not released for some days.

3. As a resident, I received a letter from Network Rail dated 28th January 2020, informing me of the Public Consultation dates, only 5 days before the first one listed on the letter, and several days after the first week of consultation had passed.

4. Each round of Public Consultations has felt like a Public Relations exercise, i.e. more Network Rail presenting their planned project, rather than a genuine consultation. Indeed, at the first event I attended, the representative I spoke to at length later disclosed that he worked for a PR company, not

for Network Rail. More than once, the representatives I spoke to stated that they could not answer my question as they personally had only been involved with the project for a short time. Despite Network Rail's claims that they have listened to feedback from the first consultation, no real concessions have been made.

5. I also feel that details provided by Network Rail have been lacking or vague, and various claims are at best misleading. For example, the much famed 10 metre 3D model presented at the consultation did not exhibit any information about whether it was to scale, and when questioned, the representative I asked did not know the scale, or in fact, if it WAS to scale. Also, the latest consultation states that they have listened to feedback, and 'the proposed scheme will not impact on a significant proportion of Holcombe and Teignmouth beaches', which is clearly not the case.

6. Network Rail displayed information at the consultation, which according to my understanding, named a list of organisations which had been consulted regarding the potential environmental impact of the scheme. I have written to each of these bodies, and have had several responses stating that they had not been contacted. One did say that they had been involved in the process, but added that 'it is disappointing that the Draft Environmental Statement isn't available during the current consultation period'.

I therefore treat all claims by Network Rail with some scepticism. I hope you will ensure that the organisation carries out their duty to spend the millions of pounds of public money wisely, and that they are fully accountable for their actions.

In summary, I feel that:

1. The proposed scheme is not the best option for this stretch of coastline. Other options exist which might also be suitable, and which would be less damaging to the environment and economy.
2. The proposed scheme is heavy-handed, ill-conceived, and deeply flawed; and defies basic logic.
3. Alternative options have not been properly explored.
4. The process so far has been flawed on several levels, and warrants careful scrutiny as the process goes forward.

To conclude, I am writing to bring this to your further attention, and to ask that you consider these points as the process goes forward.

I thank you for your time and consideration of this matter, and hope that your influence extends to ensuring the best possible outcome for both the South West as a whole, and the local area. We have the opportunity to find a solution which is both effective and sympathetic, and if properly considered, could set the benchmark for environmentally responsible construction in the future. In the current climate of raised environmental awareness, I would hope we could find some compromise which achieves this goal.

Network Rail Resilience Programme – Parsons Tunnel to Teignmouth

I am a resident of Holcombe and am responding to the request by Network Rail for feedback relating to the proposal by Network Rail to undertake works between Parsons Tunnel and Teignmouth which would drastically and negatively affect the beaches and coastal environment between Holcombe and Teignmouth.

I recently attended the presentation, made by representatives of Network Rail to residents of Holcombe, of the present proposal and also participated in the presentation made by local people on the beaches of Holcombe and Teignmouth to demonstrate how much of those beaches would be subsumed by the proposed works. In both cases I found myself strongly moved by the devastating effect the proposed works would have and I am accordingly writing to urge you in the strongest terms to reconsider the proposals.

The area is necessarily dependent on the railway and one must applaud the recognition by Network Rail that the line from Exeter to Newton Abbot via Dawlish and Teignmouth should be preserved and protected for the benefit of the local community and regional and national business. However you must show yourselves to be worthy successors of the Victorian entrepreneurs and engineers who built the line, who were blessed with a lively awareness of the essential balance between the grand vision of their enterprise and the respect owed to the people they served and the countryside their railway passed through.

In the twenty-first century we have an even clearer awareness of the power and fragility of the present and future environment of this country and we have skills and tools far superior to those with which Brunel and his team worked. We, and you, should aim to do justice to these present-day imperatives and developments by channelling our efforts into more innovative and imaginative solutions than merely throwing vast quantities of steel, stone and concrete into the sea and onto the beaches in a probably vain effort to outdo the natural erosion of the coast. The methods you propose would destroy, not preserve, our precious heritage, both manmade and natural, treasured alike by inhabitants and visitors to Teignmouth and the surrounding area, the "Gem of South Devon".

On this stretch of the coast the railway line is threatened, as you are well aware, more by the friability of the cliffs than by the power of the sea, as is the case in Dawlish. Unlike Dawlish, we have a beautiful seawall still performing its original function with engineering style and panache. We have wonderful beaches which draw many visitors, who still play a significant part in the local economy, as well as providing an essential part of everyday life for local people and, together with the red rock of our cliffs, being a spectacular natural feature. These must be preserved.

The Environmental Impact Assessment which is being undertaken for submission in the Environmental Statement which must accompany the application for a Transport and Works Act Order has not been produced for presentation to the public whose views are being sought in this consultation process; this is both improper and unhelpful. As you will have been informed by campaigners in the "Save the Beaches" effort, there is believed to be a significant and non-reversible threat to the inter-tidal flora and fauna (which include a number of endangered species) on the two beaches, and it is hard to see how in advance of the production of the Environmental Impact Assessment these can possibly have been given appropriate recognition in Network Rail's present proposals, despite their statements that "Protecting the environment is a vital part of the proposed scheme" and the unequivocal statement on their website that "We have a sustainable approach to what we do, understanding how our role affects the environment locally and globally".

It is unclear to me on what grounds the proposal to provide an added resilience to the line by regrading of the cliffs between Holcombe and Teignmouth is “not being considered” as stated in Network Rail’s published literature; the literature refers only to the visual impact, together with impact on the natural environment and on the railway as the reasons for this decision but I would urge you to reopen this possibility as these impacts seem to me and to many others to be less severe in the case of regrading the cliffs than in the course of rerouting the railway across the beaches.

Informed opinion also holds that those parts of the present proposals which do include efforts to stabilise the cliffs are derisory, being considered both unrealistic and of unproven design, and fail to address the main problem of groundwater drainage. These issues are certainly worthy of further consideration. The cliffs do suffer periodic collapses but the effects are exaggerated in the Network Rail literature. For instance, the closure of the line for a number of weeks in 2014 was the direct result of the destruction of the seawall and line at Dawlish (during severe weather on 4 and 5 February); during the period of restoration of this part of the line the landslip at Teignmouth occurred (on 4 March) and reparation works here were I believe completed within a comparatively short period and certainly before the line was ready to be reopened after the major works were completed in Dawlish.

I understand that the following scenario, brought to my attention by campaigners for “Save the Beaches”, will also have been already put to you and I can do no better than quote these below as expressed to me:

“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, swelling 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 and/or Shaldon.

“In 1917, the community of Hallsands, approximately thirty miles west of Teignmouth, was lost to the sea as an unintended consequence of work to expand Plymouth Docks. Approximately thirty miles east of Teignmouth lies the town of Seaton, an important port for several centuries, and supplying ships and sailors for Edward 1’s wars against Scotland and France. In the 14th Century heavy storms caused a landslip, which resulting in the Port silting up and its commerce moving elsewhere. 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. “

I would also like to bring to your attention, if you are unaware of these, the public statements made by such disparate individuals as Jonathan Meades and Jeremy Clarkson, both of whom are of the opinion that the Network Rail proposals are insupportable on any basis; for your information I quote below from the statement published by Mr Meades:

“... Network Rail... are attempting to casually destroy yet another of Brunel’s great megastructures, the seawall and cobbled walkway that snakes along the Devon coast between Holcombe and Teignmouth and forms part of his South Devon Railway and the South West Coastal path. They say it is part of ‘resilience’ works.

“As Brunel mapped out the route for his line south of Exeter, he soon realised that the smoke and dust

from steam trains would cause genteel displeasure in the newly-fledged health resorts of Teignmouth and Dawlish. His answer was the introduction of the experimental atmospheric railway to South Devon, which futuristically propelled engineless carriages along wide gauge tracks using a network of pumping stations. A few of the elements of this failed railway system have survived, but none is more hugely impressive than the wall itself. Although the atmospheric railway wasn't able to endure the harsh elements and the relentless salt spray, the mighty wall did endure.

"It's not to be confused with the wall at Dawlish, which has been much altered and upgraded over the years, the section between Holcombe and Teignmouth, has formed an unremittingly elegant buttress at the foot of the cliffs for 150 years.

"This Brunel structure is part of a scape of wild red sandstone cliffs, ferocious seas and Victorian solidity, just as Brunel, with grim determination, imagined it would be. Huge chunks of Haytor granite and limestone, sit on an expanse of fine red sand with ever changing seas beyond; sometimes explosive, sometimes serene.

"Unlike the Dawlish section of the wall which has suffered a pounding from the sea, this section is apparently vulnerable to rock fall and Network Rail are hoping to spend half a billion pounds burying Brunel's wall, and half of the red sand beach that flanks it, in environmentally unforgiving concrete. This ham-fisted, sledge-hammer wielding plan is proposed in order to move the line away from the cliffs and further out into the thrashing sea.

"It is hard to understand why this great Victorian brainchild, an industrial Stonehenge, would not be preserved and cherished for generations."

I entirely endorse his views, as well as urging you to recognise that destroying the Teignmouth and Holcombe beaches would be an act of irreversible vandalism in no way justified by Network Rail's unaccountable assessment that it is the best or only realistic way to improve the resilience of this important arterial railway line.

The beach at Holcombe and the running of the railway over the Brunel seawall behind the beach are part of our national heritage and their destruction must be fiercely opposed by all sane and honourable people. We should treasure our natural and manmade inheritance rather than sacrificing them to grandiose and unvalidated projects such as the present short-sighted and destructive proposal.

Network Rail boasts of its "work to preserve our heritage"; I therefore urge you to reconsider this proposal. I would be grateful for your acknowledgement of this letter.

I am writing to you to voice my concerns over Network Rails proposed plans for the railway line between Holcombe and Teignmouth.

I am very concerned that Network Rail hasn't had an Environmental Impact Assessment done before submitting its proposed plans to the local people.

I am also concerned that so many of the Consultation Meetings have been held outside the town, I appreciate that there is a date forthcoming in the Pavillions, but ALL the Consultations should have been held in the town centre to allow more people to attend.

I am very concerned about the impact to the Environment, the potential "scouring" to the remaining beach, the safety of swimmers bathing in a sea full of concrete "run off", the loss of tourism to the town, (and potential closure of businesses), the loss of Brunel's historic wall, the loss of marine life, and potential change of tidal flow and risk of increased flooding.

I believe that your current plans are extremely injurious to the town and to the environment.

I do want to see the Line secured, but there are better and less environmentally damaging options, such as avalanche shelters and a man made reef to break up the impact of the waves.

Please could you give my letter your consideration and I would appreciate a reply.

Thank you for reading yet another protest letter re. Holcomb Beach. I am really upset to think this proposal is serious. How can it be possible to entertain the concept of devastation on such a scale? Right now we are in the middle of yet another storm, Dennis, a week after the previous one. Surely to goodness we now need to accept there is no long term future possible for the seaside railway route? This is self evident, especially as sea levels are rising. Surely in the name of responsible economics the inland rail route should be reconsidered? And seriously?

I cannot condone such reckless and wilful and wasteful management of precious resources.

I rest my case.

Thank you

I have studied your proposals for the Holcombe to Teignmouth stretch of railway at some length and thought long and hard about the needs of both the community and the network. I understand your need for resilience against disruption caused by the cliffs. It seems that quite a small proportion of the cliffs are deemed to be 'critical' and I believe there has only been one serious rock slide since the railway was built a hundred plus years ago. There is currently some protective fencing along the tracks and none of it is backed up with debris. This fencing would clearly not prevent a major rock fall but it is not currently holding back anything.

Your improved proposals have some amenity merits but these are dramatically outweighed by the cost, disruption and loss of historic amenity proposed. The loss of the splendid and spectacular Brunel structure can only be described as corporate vandalism. This iconic walk is enjoyed by thousands of residents and visitors every week. The wildlife disruption appears, at this stage, to be unknown. The effect on the silt and sand flows in this complex shifting area are also unresolved. A great proportion of the 'wild' end of Teignmouth beach is lost to concrete construction. The cost I have heard is to be around £500 million and the work could take six or seven years to complete. No town should have to bear the consequences of such life changing noise, damage and disruption.

There must be a better way. And, I rather suspect, a much cheaper way of dealing with a relatively short stretch of 'critical' cliff.

I urge you, on behalf of all Teignmouth residents and visitors, to save Brunel's structure, retain our beach and deal with the cliff in a more focussed way. Whilst the current proposals have been improved - by throwing even more money at them - they are missing the point. Teignmouth folk want the existing environment saved. So - deal with the cliffs - complicated as it no doubt is. That's your challenge, not moving the railway.

I fervently oppose the current proposals which destroy so much history, heritage and environment.

We need resilience but we also need the beaches. The sea wall is iconic and together these amenities enhance the well-being of the local population and contribute towards the local tourist industry. Different, less brutalist solutions are possible. The risk to the remaining beaches and the port of Teignmouth are not yet understood. The scheme appears half-baked with secret new information (e.g. new work on cliff safety by a second set of experts) presented as a post-hoc justification of what has already been decided.

The built and natural environment of Teignmouth and Holcombe beaches need not be so completely obliterated. Network Rail must think again. All work must be fully informed by environmental risk assessment with risks not just mitigated but completely offset. The loss of amenity must be taken into account when undertaking cost-benefit analyses.

This last observation is a fundamental flaw in any appraisal taken forward by a QUANGO with a narrow remit. Legislation or a shift back to public provision is necessary to remedy this failing. Such schemes should be considered from the widest possible perspective. To consider something as 'good for NRA' is too narrow, likewise 'good for travellers'. Even 'good for tax-payers' is too narrow.

To date, we have been mislead and ill-informed. A public enquiry is vital to secure a broad, appropriate and fully informed perspective on these proposals.

Validity / Legality of the Consultation Process

It seems that your consultation must be invalid as it makes a number of misleading and tendentious statements and included a misleading 'scale' model. We haven't been "consulted with", we've been sold to".

Examples of the flaws in the consultation process which, in my view mean, it is invalid include: "the updated scheme will not impact on a significant proportion of Holcombe and Teignmouth beaches." The beach is narrow in many places. Any loss will be seen as 'significant' by users of the beach. The human chain demonstration clearly shows how much beach will be lost. A reasonable person could not use the word 'significant' in the context of beach loss under this proposal; "only moves the railway away from the most potentially hazardous areas of the cliffs". On the basis of information presented to the public, this is not true. It also moves the line underneath moderate risk CBUs.

At consultation, I was told there is new information not available to the public that demonstrated increased risk in parts of CBUs 4 and 6. The consultation presents partial information and in the context of the available information the statement is misleading; Rockfall shelter – "...is not a solution for the entire stretch of railway as a rock fall shelter would not provide the strength and support required to prevent a land slip." This is tendentious. It could be a solution for other parts of the railway. Particularly any residual risk at CBUs 4 and 6;

"keeps the existing railway alignment at both Parsons Tunnel and at Teignmouth cutting" As if this were a benefit secured through the 1st round of consultation. The previous plan was not feasible without moving the tunnel itself and would have damaged the protected Church Rocks Wreck; and "The proposed development retains as much of the beach as possible whilst maximising railway operability, resilience and value for taxpayers". The phrase 'as possible' is clearly misleading although understandable in the context of the cost evaluation undertaken. This evaluation takes no account of the financial value of lost amenity (the beaches and coastal path). Tax-payers are beneficiaries of natural amenities;

The 'scale' model which was displayed shows the beach at mean low water. This gives an impression that a lot of beach will be left. A model showing mean high water might have been more helpful. I wonder why this option wasn't presented?

New leisure opportunities - The proposals would provide improved leisure facilities and amenities” I am sure the local population would welcome the ability to cycle along the sea wall and to have disabled access to the wall at the Holcombe end but this is as nothing compared to the loss of the beach. There is nothing to guarantee the maintenance of the landward path in the future.

No environmental impact information was presented at the consultation. This means it is impossible for people to judge the scheme and means the process is fatally flawed

Observations on the proposals

On the basis of information presented as part of consultation, it is possible to further maximise beach retention and to minimise the impact both on the cliffs and on the iconic Sprey Point. That is to say, to avoid:

The movement of the line seawards at Sprey Point and towards Teignmouth;

The destruction of Sprey Point;

The creation of additional unsightly rock revetments;

NRA should consider alternative solutions for CBU6 and CBU4 and the overtopping risk from Sprey Point towards Holcombe.

Beach development could form part of this scheme to increase resilience, to offset loss of beach, to mitigate environmental impact and to reduce resistance / objections at consultation, TWAO and public inquiry stages.

The cliff re-grade solution is dismissed seemingly having only been considered only in the context of the whole of the line from Parson’s Tunnel to Teignmouth. Re-grading individual CBUs might be more cost-effective and less disruptive than other options. Key to my concerns is the proposal for Buttresses at two specific Medium Hazard[1] CBUs: CBU4 – 33m; CBU6 – 32m.

I note that:

The elimination of the need for a Buttress at CBU4 could preserve the Teignmouth beach and Sprey Point;

The elimination / reduction of the buttress at CBU6 would also preserve beach;

CBU4 re-grade would have no impact on property;

CBU6 re-grade would only effect a few houses;

The proposal for a revetment in the central section rather than a continuous Seawall, provides a higher level of protection against wave overtopping to pedestrians around the proposed new Sprey Point viewing platform (detailed in Section 1.12); This area has a lower parapet than normal (0.9m vs 1.2m?). We don’t need to stop people getting wet, we need to stop them being washed into the sea!

Alternative, higher safety barriers, which afford good visibility, could be provided;

Additional cost-effective options for additional reduction of / elimination of the revetment at and around Sprey Point could be developed e.g. a relatively small breakwater. Which may enable supported beach regeneration at the Holcombe

The massive brutalist solution at the Parsons Tunnel end appears designed to enable the Coastal Path to go along the seaward side of the re-aligned track. This means NRA would not have to keep the landward side path open and could, in the future, conduct a costbenefit or health and safety analyses that led to its closure.

Alternative Solutions

Stabilisation / risk reduction of CBU4 by means other than a buttress, possibly coupled with a reduced buttress at CBU6 (augmented with other solutions), would allow a return to the original line a Sprey Point thereby preserving Teignmouth beach in its entirety.

The revetment could be eliminated in toto by the creation of a breakwater off the Holcombe end of Sprey Point which had two purposes:

To generate replacement beach at the Sprey Point end of Holcombe beach, and;
To eliminate the need for an unsightly and inaccessible revetment - other than as protection for the Rockfall Shelter at Parson's Nose Tunnel entrance.

The positioning of a small breakwater with the purpose of beach generation might be more acceptable to the maritime authorities than the creation of a large scale revetment. It would certainly be more visually appealing and (a la Sidmouth) might be seen as a friend rather than a foe by local residents.

Together these options would likely be cheaper than the current proposals, would have reduced environmental impact, would require less large scale construction and could be just as effective in delivering the resilience objective. Certainly, there would be no significant material difference in resilience.

The beaches would be at least as good as they are now and Sprey Point and Teignmouth letters would be largely unaffected. I would be grateful if my questions could be answered and my suggestions commented upon and worked up as this project moves forward.

To become CEO of Network Rail you must be a learned man. You have probably enjoyed travelling on one of the most wonderful stretches of railway in the southwest that runs alongside our beautiful Teignmouth Beach. Surely you have enough intelligence and imagination to realise that your proposals to cover this beach with concrete in an endeavour to protect the railway is crude, ill considered and massively damaging to the environment and the lives of those of us who live here? The railway was damaged by storms in the past at Dawlish, but the only incident in the Teignmouth area was one landslide in 2014. The cliffs have been monitored since then and there is no sign of further movement.

We recognise the importance of keeping the railway open, but the focus should be on preventing the unlikely re-occurrence of another landslide, not pouring concrete on a beach! It is barely credible in this day and age that anyone could suggest something so environmentally damaging. Furthermore, Network Rail have not considered the potential flood impact on the whole town.

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. 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 and/or Shaldon.

Please can I ask that you reconsider this ignorant proposal. We want to protect the beach AND the railway AND the town. There are other proposals that would achieve this. Yours do not, and the arrogance of trying to proceed with them would be completely irresponsible. You will meet with gigantic resistance.

There seems to have been little or no consideration given to other solutions for this section of the railway. Why would a tunnel not work for example - this would be an obvious solution to negate climate change and rising sea levels? It feels like Network Rail have fixated on this design as the only solution and I question this.

If the scheme were to go ahead then i have the following objections/queries/concerns...

There will be a 10 metre high concrete wall, this will be incredibly ugly, overwhelming and dominating on this section of the coastline. Aesthetically, it's going to look appalling.

The access at Smugglers lane, Holcombe looks incredibly complicated. If someone wanting to access the beach to use kayaks for example, will have to negotiate a winding path first under the new wall, then up a very long ramp to the top of the wall and back down another very long ramp to the beach. This is crazy considering how easy access is at present. The present design will make accessing the beach at Holcombe with any kind of heavy / cumbersome equipment almost impossible.

The Teignmouth sign at Sprey Point is used a lot by children for climbing on and is a very popular location for photo's/selfies etc. It's an iconic local landmark and much used. the new design has the Teignmouth signs out of public access taking away the enjoyment and interaction of families and kids on them.

The current design is absolutely huge, particularly at Sprey Point and will completely change the view up the coast from Eastcliff for the worse, the extra height and size of the wall and revetments will block a lot of the parson and clerk from view.

The new design makes no allowance for any cycle path. I understand that DCC have requested this but it seems crazy to not include this in the design. If it's not done with the new scheme how long will it take for DCC to organise a new cycle path? There could even be two - one on the cliff and one on the new scheme, whatever this may end up being.

It seems crazy that the whole public consultation is going ahead when there's been no environmental impact assessment report completed yet or made available to the public.

I am very concerned about the environmental impact of this scheme on flora, fauna and marine life. There are resident seals on this stretch of coast for example.

The construction process itself could cause untold amounts of debris/ run off into the sea affecting bathing water qualities and pollution for years.

How will this scheme impact on the sea in terms of tidal currents, flood impacts, longshore drift etc. The scheme will take upwards of 8 years and the beach will be off limits for most of this, that's enough time to kill tourism in Teignmouth due to noise and possible pollution and sea quality.

Overall, I'm seriously concerned about this scheme environmentally, aesthetically and in terms of protecting Teignmouth from years and years of construction nightmare. I understand there needs to be a railway south but i question at what cost? There must be other viable alternatives? Tunnel? Opening the old lines to Okehampton and turning the Dawlish/Teignmouth section into a branch line, so the occasional closure doesn't matter due to heavy seas or a cliff fall? Bridge?

I hope these comments are helpful to your reassessment. Sorry to disappoint you.
Points to make - extra to my comments on your survey:

Network Rail's recent 'revised' proposals for the section of track - Parsons Tunnel to Teignmouth would seem to be little different to the previous public consultation last year. The only changes are that the other proposed alignments have been removed. But the entire beach either side of Sprey Point will be nearly completely lost with the current proposal alignment. It is just like the old joke where building labourers had crashlanded in the desert, and said 'quick, let's get out of here before the cement arrives!'

Seriously your proposal is motorway brutalist architecture of the last 70 years, being it's cheaper and it's easier to build on a clear site as is the beach! What you claim about minimal loss of beach is quite frankly wrong and clearly misleading. Just a little sand at extreme low tide. The recent incident at Dawlish where railway passengers were injured when a window was broken by big waves throwing rocks at the carriages: You will actually be creating the same problem, to be repeated here, that does not exist at present, by your current realignment proposals with deeper seawater next to the track Parsons Tunnel to Teignmouth.

A huge insensitive concrete slab seawall blocking views of the sea for your passengers, and locals alike. Much like the proposal to chop off the end (50 %) of the pier. Vandalism! As is the dumping of ever more Norwegian boulders for sea protection at Parsons Tunnel. The track is protected by the beach. Right now there are hundreds of rocks - the size of your fist - strewn all along and over these beaches. I suggest you take note of this. A much better proposal and far far more cost effective that I've heard is to retain the current track but:

- Build one or two protective seawalls similar to the cobb at Lyme Regis - that will protect the Parsons Tunnel to Sprey Point area from the very roughest of seas. Built in sympathetic materials and style to this beautiful old sea wall that Brunell made. An elegant curved (for strength) new cobb built on fully restored Sprey Point harbour wall. And a properly fully restored old sea wall would make a highly respectable name for Network Rail, and of course for the admiration of locals and visitors. No need for an ugly high wall, but rockshelters maybe.
- Rockfall shelters on the cliff side of the track where strictly necessary.
- An updated cliff drainage scheme installed to carefully keep the water content of the cliffs at optimum moisture - drained but not too dry - to avoid the need for any of those totally ugly unsympathetic huge long buns. Honestly! The railway and the cliffs have lived mostly harmoniously together for well over a century. Just keep maintaining it properly that's all that's required.
- Upgrade underpass at Parsons Tunnel. There's no real need for pedestrian pathways on the cliff side of the track, but the underpass at Parsons Tunnel needs much improvement to allow for disabled access, many variations of disability require both steps and slopes. Lameness and back injuries often cannot use slopes but can use steps, and those needing a scooter can't utilise steps. I've just seen your illustration for this on your website - the only reasonable thing in all of your proposed designs I'm sad to say.
- Additional slopes and steps from the beach up to the seawall pathway would be good. No need for additional footbridge.

Sorry to disappoint you with all these thankless comments. Nothing personal, but this is no good.

I attended the Network Rail consultation evenings regarding the plans that will affect the Teignmouth and Holcombe beaches at both the Pavilions yesterday and previously at Teignmouth Golf Club. The proposals seem so wrong on many counts but I will raise my main objections.

Firstly the proposal fulfils a vision for '100 year resilience'. Forty to fifty year resilience, according to the main technical expert present at the Golf Club consultation, could be achieved simply by extending the netting that will be used on some parts of the '100 year' plan. I note that this opinion appeared to have altered by the second consultation that I attended. It seems to me however that this course of action would bring a huge reduction in cost, plus the retention of our current much loved beach, and it can be done without the effective complete closure of the whole stretch of coastline for three years (your anticipated time scale) and major works for a FURTHER FIVE! Also with the concerns for preserving ecosystems and limiting impact on climate, this more conservative approach seems immeasurably better. It also seems to me that in forty or fifty years time the world will have changed; technology and engineering will have advanced, the changes in climate will probably have begun to play out more and even our need for a rail network might have altered. The proposal can always be done if necessary at any time in the future, but it will never be able to be undone.

The engineer I spoke to yesterday was talking about Global Cliff Failure, which has not happened to date and which could well be mitigated against with appropriate actions coordinated with the local plans which might include drainage systems and limits on cliff-top development. If this is seen as a real possibility it would seem unlikely that Network Rail would be continuing to run any service at all on the line beneath such an unstable cliff. The fact that the cliff base has long been protected from attack by the sea would make this type of failure all the less likely.

Secondly the proposals are based overwhelmingly on economics and perhaps some sort of showcasing and other more doubtful interests. For some reason a huge amount of money will need to be made available, enough to begin this massive engineering project, but seemingly not enough to find a low impact solution. The digging of a tunnel was rejected at the outset based on cost, and I remain unconvinced that some sort of avalanche type shelters would not work. Already the cost of using the railway as a passenger is crazily expensive and it is perhaps no surprise when looking at the money being ploughed in to this scheme. I find it perplexing that it is cheaper to fly return to India than buy a return to Inverness by train at a time when we should be promoting rail travel as an ecologically sensitive means of transport.

Thirdly I simply cannot see how any useable beach will be retained due to the advance of the coastline onto an already slim stretch of sand only fully accessible for five hours or so around low tide. We can not know the ultimate impact the works would have on the movement of sediment beyond its limits which could put the safety and economy of the town at potential risk. I have been a Geography teacher in the town for many years and the proposals go against the current thinking on coastal development that recognises the dangers in advancing the coastline in terms of future protection and the impacts on sediment distribution.

The whole look of the works is industrial, soulless and completely out of keeping with the feel of our lovely town. This is one of the single most significant things to potentially impact the town in its history. I ask you to listen to the growing public opinion in opposition to the current scheme and help to identify the best route forward for travellers, visitors and local people of Teignmouth.

Would you please share your thoughts with me on this critical matter.

I started to write my own feedback and then found [name redacted] open letter to you - I cannot state my concerns any clearer than he has. Therefore I am using his letter as representation of all my concerns and ask you to hear my voice and add the concerns expressed below to your consultation process. Please, please think again and find a solution. I cannot support the scheme as it stands.

Open letter to Network Rail:

"As part of the consultation on the Network Rail South West Rail resilience programme, you have requested feedback on the proposed scheme for the Parsons Tunnel to Teignmouth stretch. Below is my response to the proposed scheme. I am in favour of the rail route from Exeter to Newton Abbott being made more resilient, but I am not in favour of your proposed scheme. The reasons for this are as follows:

1. It is impossible to support any scheme for which the environmental impact assessment has not been undertaken, and for which the costs are unknown. It beggars belief that you would present to the public a scheme for which the impacts are unknown and the price tag has not been worked out. How can you expect anyone to make an informed decision?

As part of the environmental impact assessment you have not carried out, there is no understanding at all of the impact of the scheme on the other beaches, the movement of sand and the impact on the sandbars and harbour. To seek support without this information is irresponsible.

2. The impact on the Teignmouth and Holcombe beaches are unacceptable. These stunningly beautiful beaches proved an irreplaceable amenity for residents and visitors alike and your proposal is an act of vandalism which deserves to be rejected. I think you have attempted to mislead the public by hiding the impact of your proposals by not showing proper drawings of your scheme during the first consultation period and by not reflecting the true impact in your animated films and model.

3. I understand that the key risk you wish to mitigate by this scheme is collapse of the cliffs between Eastcliff and Sprey Point. Yet I also understand that since the remedial work undertaken following the 2014 closure no subsequent movement of the cliffs have been detected. I suspect that the proposed scheme is excessively risk averse, encouraged by a "capital no object" approach, encouraged by political motives without consideration of residents affected along the route.

From the state of the sea wall, it is apparent that your approach to maintenance of the railway is to spend as little as possible until remedial work is unavoidable. I wonder therefore if a properly managed programme of on the cliffs would provide the resilience required. I believe you should think again, looking at less intrusive measures to maintain the stability of the cliffs.

4. I understand also that the proposed positioning of the railway on the beach is not required for reasons of resilience, but to allow you to undertake work on the cliffs without disturbing the running of railway services. I believe the public are used to seeing engineering works where major projects taking place and that a programme of closures, linked with some more creativity in how the work is done should be your approach.

5. I understand it is proposed that the beaches will be out of bounds to the public for eight years while the works are undertaken. This is plain unacceptable

I would repeat my very first point – I am supportive of work to make this route more resilient. But your proposed solution is unsupportable."

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I would like to present my feedback in four sections with regard to the proposals presented by network rail for increasing resilience of the railway between Teignmouth and Holcombe.

1. Length of monitoring period of land slip is too short. The land slip near spray point does not appear to have undergone any further movement since 2014. In my opinion the monitoring period should be extended to further evaluate the risk this land slip poses to the railway. 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, therefore understanding of the land slip risk should drive the scheduling of work.
2. Groundwater management between Spray Point and Holcombe not discussed. When walking the beach between Spray Point and Holcombe it is evident that large volumes of ground water are passing through and under the existing sea wall, in the vicinity of the 2014 land slip. Proper management of these groundwater flows within the context of the existing sea wall should be addressed prior to any more extensive engineering schemes being considered.
3. The range of remediation schemes evaluated 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, viaducts and rockfall shelters (for example those proposed by [names redacted] on the 'Save Teignmouth Beach' site) have not been considered and as such the design scoping should be reworked.
4. Unnecessary extent of cliff stabilisation. Network rails own geotechnical assessment shows that only a short section 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. Should the current scheme remain that being proposed it should be re-evaluated to only mitigate areas of moderate or high risk.

Parson's Tunnel to Teignmouth Resilience Project

I wish to object as a private individual to the plans of National Rail's Parsons Tunnel to Teignmouth Resilience Project.

I feel that the proposed plans are overkill to address a problem which only affects a relatively small area of cliff. The problem has been, I believe, exacerbated by a lack of maintenance over many years. Up until the late 1950s and early 1960s a gang of up to twenty men were employed to effect repairs and maintenance on the tunnels and seawalls between Exeter and Newton Abbot. In addition to these men there was another gang whose purpose was to work on the drainage of the cliffs and the removal of loose material and vegetation. The cliffs would be sloped and the excess material dumped on to the beach to help maintain the beach level. The breakwaters on the north and south sides of Sprey Point have not been kept at their designed length as each time they have been damaged by wave action they have been shortened. This has meant that they no longer break the swell action as they should.

Another area that has had little or no care are the groynes on Hole Head Cove beach. These appear to have been abandoned.

It is my belief that if proactive care of the cliffs and seawalls had been carried out, as it had been until

the 1960s, there would be no need for these proposals to spend vast amounts of taxpayers' hard-earned money. It is hard to believe that in this day and age, with the technology available, that a solution to stabilise a comparatively short area of cliff is not achievable. An alternative could be a rock tunnel similar to the one at the Dawlish end of Parson's Tunnel.

The proposed land grab by Network Rail will entail 53,784 square metres of beach being lost to the public. If the proposed plan was enacted it is likely that beach material would be lost from the toe of the new concrete structure meaning that it would be doubtful if there would be any beach at all between Teignmouth and the Parson and Clerk. There would also be an ecological impact as the ridges of rock that run to seaward from Sprey Point harbour many types of marine life.

If, instead of Network Rail's proposals, a rock armour breakwater was constructed 300 to 400 metres to seaward of the existing seawall from the Teignmouth Cutting to the Smugglers' Lane revetment and open at each end, it would maintain a through flow of sea water. Inside the breakwater, with less wave action, it is possible that the beach could grow giving more protection to and less maintenance of the existing seawall. The breakwater, if built at sufficient height, would mean that there would be no overtopping of the railway wall for the foreseeable future. The beach formed would be an everlasting asset to Teignmouth providing protected bathing water and an enhanced beach.

If these proposals were adopted there would be no need to destroy one of the most iconic lengths of railway line in the country. Teignmouth would have a much longer and safer beach, the new breakwater could be a breeding ground for all forms of marine life and the people of Teignmouth and the all important tourists would not be deprived of a much loved amenity for up to eight years and the loss of a beach most likely for ever.

I write as someone who has frequented this area as a child for recreation and as an adult [personal details redacted]. I have watched the changes of the cliffs and seawall during my 77 years and feel fairly well informed on the matter.

In conclusion, these proposals fail financially, ecologically and aesthetically and could have dire consequences for the Teignmouth tourist industry.

Firstly I want to say thank you for extending the consultation process and allowing for more community feedback.

I LOVE the beach and I LOVE having the train station in Teignmouth (I'm a resident). This is one of the most beautiful stretches of train journeys in the UK and I think there is an opportunity for a really great solution to be found and which you could then capitalise on as best practice and encourage even more train travel to see it. The present plans are NOT suitable for neither the beach nor the train. There is no independent environmental analysis available as part of this consultation - which seems very strange and perhaps not in compliance with good or normal practice.

Your suggested concreting over such a large part of the beach (and with a massively high wall) and diverting the footpath away from the sea seems a very ugly and unnecessary approach. As well as having as yet an unclarified impact on nature but yet obviously having very, very negative effects on the local and more distant environments - including the estuary and the rest of the Bays of Torbay and Dawlish.

I am convinced that you can find a very exciting and exemplar solution to these challenging issues. Good luck and thank you

Having attended two of the Network Rail consultations, the latest being at Teignmouth pavilions. Through listening and observing the Network Rail staff at these consultations my opinion was that this was in no way a consultation but merely a sales pitch! Surprisingly, or not, my questions were answered vastly differently on both occasions, who should I believe???

I am totally saddened by the plans the NR have spent many millions pounds so far to produce what amounts to concreting over a long stretch of our beautiful, environmentally diverse beach with a large stretch of historical importance. The historical, famous and beautifully iconic walls and more built by Brunel has no chance of ever being protected by listing and therefore protected due to NR putting an indemnity on it – was there ever any public consultation this concerning this??

I have read with interest the 'Parson's Tunnel to Teignmouth Resilience project overview for Public Consultation' and while there are very many valid points there are also many misconceptions that have been put out to the public – the area of beach remaining being one of them on both the model and the diagrams, tides are a vital point and are badly represented – indeed one member of your staff said that spring tides only happen once a year – in spring!!

Habitat creation – the complete area from Eastcliff to Parson's Tunnel is already incredibly diverse in habitat – the existing habitats within the cliffs will be totally lost and will not be protected in any way and the marine habitats that are in abundance will completely disappear. The Blue Flag the Teignmouth is so proud of will disappear, how can our water quality possibly be up to Blue Flag standard with all the disruption that will be taking place over the years of disruption.

What guarantees are we able to receive with regards to the very real possibilities of the remaining beach diminishing, the point disappearing and so affecting Shaldon beach, the back beach and the estuary?

Will there be access to the beach for Teignmouth Canoe Club and Surf Life Saving Club – who do not appear to be on your list of local organisations that have been consulted, while the work is taking place especially as you will be using equipment such as piling rigs, landing craft, long-reach excavators and lifting equipment?

You state that you have considered the impact on local highways/operational railway and tidal dependency – what are the results of these considerations?

When we have further details of the proposed off shore facility??

Land reclamation – where will the dredged material be transported from?

As with many of the people who are disappointed with this highly destructive scheme **tp** destroy an incredible part of the South West Coastline – gone forever under ten's of thousands of tons of concrete – we are not saying that it is the beach or the trainline – there will be other ways and other ways must be found.

I will be highly interested to read the environmental impact assessment report along with the other promised impact reports on Teignmouth and the surrounding areas as a whole.

The effects of walking on beautiful beach for one's health and wellbeing are incredible and so positive that even Doctors are prescribing getting out into nature and feeling the sea are on your face and sand between your toes, there seems to be a rumour that only dog walkers are against this despicable plan to concrete over our stunning sandy beach, this is a total misconception – environmentally it will be not only a disaster for the habitats of the area, but for the businesses that benefit from all the people that visit Teignmouth to walk the length of our beach, many locals will get in their cars and

drive to somewhere beautiful, natural and unspoilt to get their dose of nature. Not a concrete walk along a hideous looking walkway!

If we don't look after our environment one day in the not too distant future we will not need to worry about the economy.

I look forward to your response.

Having visited your various public consultations in Teignmouth regarding the proposed resilience project I would like to comment as follows.

This whole beach, its cliffs and its railway line, have remained virtually untouched for about 170 years, and as such become a favourite place for people who want to spend time away from the trappings of a busy town and holiday resort. It is not an amenity by design, even with it's railway it's a place of easy access where people can enjoy the quiet and the landscape.

The proposed structure, in anyone's eyes is a brutal insertion to this landscape which it surely doesn't have to be. It cannot be denied that Brunel's stone wall has, all be it with modest maintenance, stood the test of time. (It is clear to anyone now walking along the sea wall that maintenance has been sadly lacking over recent years.) There must be, in this day and age a system of construction with a lesser impact than plain concrete.

The proposed design for the bottom of Smuggler's Lane is an abomination, it's reminiscent of the entrance to a 1960's underpass.

There is no getting away from the fact that the scheme takes far too much of the beach, and according to your staff at the consultations, it is not yet known what effect this might have on Teignmouth main beaches, the river Teign or indeed, the harbour.

The beaches, each side of Sprey Point are wonderful places to walk or to just sit and think; presently at any time, not just low tide.

Everyone realizes how important this railway line is, but many believe that there must be a more elegantly engineered and designed solution to this problem than what is proposed

I am writing in response to the recent public consultations of the Parsons Tunnel to Teignmouth Resilience Project.

My first concern is that having attended three of the consultations & spoken to various NR employees I still have no clear answers to any of the questions I put to them. Indeed the replies I received to the same questions were all different , to some of the questions there were no replies at all, this to my mind was not an honest straightforward consultation , it was a PR exercise to tell us what you want us to know & not what the truth of the matter is.

As the Independent Environmental Impact report was not available it is impossible to ask any sensible person to give this project approval. When will this report be available for us to read? At your consultations I was told June, August, September probably & late October. Take our pick obviously . I am also concerned by NR s misleading statements , such as the wall will not extend past the Sprey Point wall. There will be 28 metres of concrete revetment past the Sprey Point wall. You also frequently say very little of the beach will be lost, this is clearly not the case from the photographs showing the true cost to our beaches when your measurements were followed at the Human Chain event.

I am extremely concerned about the impact digging up the seabed & depositing hundreds of tons of concrete onto it will have on the remaining beach at Teignmouth , this will be devastating to the sealife at Sprey Point & beyond , our main beach will be covered with the dredged contaminated materials & our bathing water will be toxic.

This for a minimum of 8 years, more likely 10 years.

You are depriving a whole generation of children the use & enjoyment of our local heritage beach.

You are putting the town itself at risk to flooding as a result of this destruction.
 You are completely ignoring the fact that our Brunel wall will be encased in concrete.
 You are completely ignoring the fact that marine habitats will be destroyed.
 You intend to deny us access to our beach & coastal path for years to come & even then as the landward path will not be classified as a public right of way it is doubtful this will ever be reopened.
 You intend to take this beautiful coastline & concrete it over with the most hideous looking wall & revetment as a lasting legacy to NR's lunacy.
 You need to look again at the other options that are clearly available to you & choose one that is going to fulfil all our requirements without destroying the natural environment. A resilient railway, yes, but not at any cost.
 Thankyou for giving us the opportunity to respond to your proposal, I am clearly against it.

I should like to put in a strong plea for long term plans for a permanent solution - that means taking the route inland and away from the sea with its ever rising levels. Climate change is not going away. All this tinkering at the edges is not going to be a long term fix. The south west deserves the sort of infrastructure investment on the scale of HS2. Our rail link is a bit of a joke being referred to as H2O!

I observe that no one is questioning the importance of a rail route into the South West for its overall economic and transport value or the need to secure a reasonable, robust and sustainable transport link for the future. However what is also important is recognising the many other locations between Bristol and Penzance where this long established and constructed route is also similarly vulnerable to weather and climate change related risks and to properly assess and balance those risks within the context of your current regional programme to achieve your 'resilience objectives' consistently over that route.

I also initially question Network Rail's decision that with global warming and significantly rising sea levels to achieve resilience for your route it is really in 'any way wise' to promote a scheme that moves the actual railway route further out into the sea albeit at a higher level, when history shows that wave impacts on high sea walls and inclined revetments consistently throw up equally heavy debris filled wave /spray actions which are always blown onshore and over your trains and tracks as your recently Dawlish train and passenger damage recently demonstrated !

First Public Consultation - - I made a considered written e-submission to this Consultation which you acknowledged, but in your very brief collated summary I failed to find any reference or recognition of the points I made, indeed at the most recent exhibition at Teignmouth Golf Club I spoke with four senior members of your team and none had the remotest idea, recollection of the points or seeming understanding of the technical suggestions in respect of future cliff stabilisation options I had made - which bearing in mind you chose to draw detailed, quite specific attention, to the small fact that opposition to the scheme was related to the frequency of visits implying 'I assume' uninformed localised and therefore biased opposition -- I think this aspect of your presentation seeking to highlight and 'localise any NIMBY 'opposition is both unfortunate and disappointing particularly when you ignore other important valid engineering points that have been made! I believe those potentially 'most affected' have a valid opinion and the comments made properly investigated, understood and your position with respect to all these should be thoroughly explained and critically examined.

Second Public Consultation - -

I visited your recent public exhibition at the Teignmouth Golf Course and over the course of almost two hours spoke in detail with four 'badged' members of your team. The first lady after my initial question, immediately passed me directly over to your Scheme Manager who after some detailed questioning then passed me onto your most Senior Project Manager, who eventually directed me on

to your Consultant Geologist. My observations and comments are based on those questions and discussions and on an examination of your unscaled 'final scheme' only model.

I was also disappointed that in the town most physically affected by Network Rail proposals and potentially the most direct opposition, that you then chose to advertise and promote such a remote and 'out of town' location (Golf course) for this public event. Yes you 'eventually' corrected that with a bus service and latterly (by public demand) a repeat of the public exhibition in The Pavilions, whilst having a seafront / close by station event in Torquay which arguably is unaffected directly by your proposals- but might it be indicative of seeking a wider numerical public bias in favour of your proposals that I have noted above ?

A) The Display Model / Information presentation-

1) I was disappointed to find an unscaled model (I had to ask what the scale was and if it was a natural scale model ?) again no visible indicative scale shown and with no North point - This detailed 'only' your current final scheme proposal with the only reference to its physical relationship to any existing rail/ feature was:-

a) A dimension of 28.4m out to sea from Sprey Point (On display board text not shown on model).

b)The proposed sea wall would be 'near' vertical and some 2.5m higher than the current wall (not indicated on model) .Overall I understand you estimate this to be 8 metres above beach levels but due to the gradient of the beach and therefore different levels there is no way of knowing if or how this is related to existing beach levels ?

c) An assertion that the overall scheme 'will not impact on Holcombe or Teignmouth beaches and only took some 53,829 sq m of beach which will be reclaimed!

d) Neither do I think the referred beaches are Network Rail's 'to reclaim' in quite the way it was expressed?

However there were no representative cross-sections detailed or shown anywhere along the proposed scheme length to enable 'anyone,' let alone a Engineer, to properly understand or grasp the scale and physical impact of your proposals on the coastal landscape or to provide basic 'horizon references' to your proposal in any way. Similarly there was no reference to high or low water stand levels and this very limited quantitative information was only on your display boards and not displayed on the model.

In this aspect I believe you fundamentally devalued the no doubt expensive model on display and its ability to properly inform the public of the scale, impact, environmental and overall visual perspective of your proposal !

B) Your Consultation Project Staff responses to my main technical questions

1) Has there been a Historical Review of the tidal, wave pattern and sediment movements along the coast to inform the design process that have produced your proposal -- - blank ?

I drew attention to the fact that even in my 'near fifty years' in Teignmouth there have been a number of estuarine and sea front studies involving tidal and sediment / scour movement and many actual serious beach scour events following adverse weather or major River Teign fluvial events. I also noted that I was aware (having spoken to research students along the sea front undertaking beach and tidal measurements during that period) that Plymouth and if I recall either Derby or Nottingham Universities had undertaken beach and erosion analysis research and I was told that Teignmouth beach was unique in its steep normal beach gradient due to its sediment size and structure.

Likewise South West Water have undertaken a bored lined tunnel with a vertical surge shaft to take surface water from the steep upper part of town direct through to the sea underneath your railway which has prevented the frequent town centre flooding that used to occur - might there not be something to also learn from that actual excavation with respect to geological conditions and ground

water permeability and movement within that material -- - it would seem apparently not something that was scoped for in your investigations ???

2) What investigations and studies have been undertaken of current tidal and sediment movements along the coast and their impact on the 'seaward' design elements of your proposals - -- after some prompting about model analysis methods and process I was advised that a limited mathematical analysis of 'currents' by HR Wallingford was completed but no wave pattern, wave height, sedimentation movement information or studies !

a) No information on sediment analysis or sand movements or indeed any impacts as a result of the Official Marine Licensed Sediment Dumping Zone down towards Sprey Point.

b) No information or analysis of wave impacts on sea wall design despite the very high proposed 'what +8m' high sea walls?

c) No information or analysis to inform the design process for the need for your proposed significant rock revetments or any idea where that material might come from or its proposed sizing ?

d) No information study or testing about the effect of tidal /storm events and their likely effects on sedimentation/ scour around the proposed revetment and new wall areas,

I have subsequently identified from your Project Overview Document that any Network Rail historical review undertaken appears to have totally concentrated on cliffs - landslip information and little on the seaward side to properly inform the multi faceted marine design works despite the considerable impact on the visual environment and beaches ! However your staff member was able to 'authoritatively' inform me that there would be no physical impacts on sea patterns or sediment movements from your proposed works outside the immediate confines of your proposals ! Really ??? - Are you not aware of the overall general movement trend of sediment along the coast towards Dawlish Warren and why are you not investigating and modelling for any long term effects of your proposal ?

3) What investigations have taken place to identify natural / rainwater inputs from the cliff top / property/ soak-away and highway areas above the cliff that might be feeding the surface instabilities you have recorded ? - - - We are not going to touch the expensive properties above the cliff and are concentrating on dealing with the identified weak geological areas with 'lots of drainage' ? They were unable to expand on exactly what that meant or to qualify or indeed quantify those issues, but I conclude the answer is no and 'whatever' will be dealt with at the top of the cliff ??

4) What geological and water table movement information have you gained as a result of your boreholes and installed monitoring equipment ?

a) There appears to be a general movement of 1.5 to 2m of natural water table movement inherent in the cliffs over the seasons and as a result of more detailed discussion/questions about potential slips/ analysis it appears that it is not a question of major deep seated rotational cliff failure that might totally undermine the rail beds or sea walls, but one more related to potential 'water induced' surface related shallow slip mechanism failures in specific defined areas.

b) I questioned if any investigation and testing had taken place to test the moisture content and importantly the porosity of the differing cliff material structures to determine the actual flow of water within the cliff structure with a view to assessing the impact of advanced de watering (lowering of the natural water table) of the cliff structures. I had to explain that a natural high moisture content and consequent high material pore pressures within the cliff structure reduces the internal angle of friction within that material, hence its stability and thereby propensity for the induction of a slip plane. A reduction in that moisture content /pore pressure would induce and develop a greater internal angle of friction within that material and therefore permanently increase its stability. I did briefly explain the process of test pumping and time measured water level restoration factors followed by the actual

de-watering measures undertaken but disappointingly without any follow up questions of due process or indeed genuine real interest?

I noted that on the now M5 at Cullompton a major slip surface developed at Nags Head during construction of that bypass which was totally stabilised by using passive de-watering. Likewise a significant number of potential slip areas in major new cutting slopes were similarly stabilised by passive de-watering during staged construction of the A38 in the 1970's and 80's which remain stable to this day ! As no questions were raised from that statement at the time, I conclude the answer is that no tests to investigate the potential for this as a solution to cliff stabilisation in lieu of the proposed massive imported material bund which incidentally stands 'near vertical' adjacent to the main line have been completed. I will return to this proposed bund of imported sand material as a further matter of concern later!

5) I see no indication there there has been any Economic Impact Assessment (EIA) undertaken to assess the implications of your proposal on local tourism and Teignmouth ! - You have proposed a scheme that effectively removes near 50 % of our beach on which our tourist and local day visitor industry depends -- Why has one not been completed ? -- - -We have done an Environmental Impact Assessment that looks at construction impacts ? So why is the long term Economic Impact on the town not considered important ? Hmmm its not something that has been overlooked the rail line is of great importance to the South West -- Really so that overrides any local financial detriment to the point of ignoring it ?? There are new footpaths and the iconic views of trains will still be there - -- Clearly your focus appears to be totally on your rail requirements and not the overall long term whole life town , coastal environmental or commercial impact perspective ? - No comment !

6) Environmental Statement (ES) Why is the Environmental Impact Statement (EIS) not available for public scrutiny ? This assessment is not complete but will form part of the ES which will be presented later in the formal process. So you have produced an amended scheme for Public Consultation based on unfinished and on going studies ? Is it not important that such studies should be completed to properly inform both your design process and the public ? All information that you have used to produce your design proposals should available for public scrutiny to properly inform our consultation comments ? - - - - hmmm !

So in the absence of your professional insights at the Consultation -

7) My overview of your proposals:-

I currently see :-

The common steep red cliff landscape of this part of South Devon that the rail engineers of 100 years ago worked with via unlined tunnels and sea walls, to create and absorb a twin track railway that with its 'sea fringing facade' actually sits in relative scale and visual harmony within its red cliff setting - a fact clearly recognised by the many iconic photos of trains along this part of the track. Yes it has absorbed a few landslips but relative to its age and structure it has absorbed much of what the sea and natural weathering can throw over the years. This indeed gives due testament to their foresight in using basic skills employing local materials, 'technical adequacy insight into understanding both the land, natural rock formations and sea frontage conditions' and their simple construction skills which has created a coastal railway setting that sits relatively comfortably within this landscape but despite modern loading demands the railway still clearly functions in all its many facets for a very significant part of the year.

The proposals you are tabling are I believe not a measured, informed and integrated proposal, but at this stage with many investigations and reports clearly incomplete or indeed not yet undertaken as I have noted - a simplified and progressive outward stepping further and deeper into

the sea to deal with envisaged multiplied risk after risk and special service requirements as they have arisen.

You have foreseen :-

- Potential low surface cliff stability risk associated with water issues which you wish to eliminate - Your solution build huge imported high and wide counterweight 'sand' buttresses to contain slip material which pushes you outwards into the sea.
- The need for ongoing maintenance by providing road access space as well as foot ways to link with Public Rights of Way land side, further pushing the line into the sea.
- The potential for improved smoother track layout and therefore line speed gains and less ongoing wear and maintenance.
- The need to continue public access along the seaside frontage with walling/ fencing to separate track from walking public and then wide foot-ways along the sea wall. Yet without the benefit of cross sections it appeared that the future pedestrian foot way might be elevated some way above the track level - level with the train top exhausts from your diesel trains but I couldn't get any clarity in that issue ?
- that the proposed sea wall itself stand some 8m high (no cross section so impossible to determine if that was related to the existing lower beach levels or indeed the walkway level or top of the separating concrete sea wall ?) and with the railine now relocated 'somewhere' near half way across Sprey Point and it is high and clearly vulnerable to wave action, even in advance of any actual testing of your design. - -Now that new high seawall has (risk on risk) to be bolstered/ protected by a huge rock revetment extending a further 28.4m beyond Sprey Point -- - and absolutely no sea wall design, wave pattern, revetment or long term sediment movement analysis completed or as far as I can determine intended to inform the process and the scheme you are now proposing?
- You seem to be intending to import plus 500,000 cu m of imported dredged 'structureless sand' which will be liquefied, pumped ashore, drained and stabilised with soil reinforcement --- to support an inherent (if properly drained as I have indicated and stabilised) existing stable rock material which has structure and has largely stood unaided for 100 years ! So potentially unstable loose flowing sand standing near vertical in plastic geogrids to replace and support hard breccias local rock ??
- Your resultant proposal effectively removes near 50 % of Teignmouth Beach, which will no doubt damage the town as a beach resort and leaves us no longer looking at our beloved red cliffs with the rail line outset by the bund projecting more than half the height of those iconic red cliffs - effectively +33m of cliff face will be visually lost under imported pale sand from the Isle of White ? Yet in all these 100 years later Network Rails only solution to the sea front cliffs are to import some half million cubic metres of mobile 'pump-able' sand material to form massive earth buttress /bunds.
- You propose to import a vast quantity sand pumped ashore across your active rail lines and then the excess water allowed to drain out again across the active rail lines into the sea to create permanent buttress bunds all contained within your new running railway line ? The TV pictures of all the deep red mud slides running across your closed tracks resulting from your self induced 'high pressure hose pipe wash down' of surplus material in Area 13 are imprinted and comes to mind !!
- Do you not think that a more 'informed targeted 2020 engineering' approach to water management of the existing cliff rock materials including its variable water table to achieve eventual natural soil stabilisation of the rock that is already in place as the effective slip management tool might be more appropriate and significantly lessen the overall visual and physical impact and save our beaches ? - - Why with proper targeted cliff water management and passive water table lowering

control cannot the existing cliff face be so managed and thereby avoid the need for this massive sand and rock revetment material import ? A quite unnecessary visual eyesore of the rail line with all of your proposed associated layer by layer of 'add on' protective infrastructure that is both aesthetically dominating and environmentally detrimental ?

In the event that you consider the very clear potential cost and environment merits in minimising your current extensive and damaging proposals by utilisation of successfully used water table management techniques I would recommend you consult with specialist Hydro Engineering Geologists who are long established with investigations into water movements within the rock structures and their consequential management!

- I believe your proposal to be a sledge hammer 'risk piled on risk , layer built on layer approach' when an researched, considered and engineered 2020 scalpel is required. The adage build your house on rock not sand comes to mind !

Other adjacent structures and resilience issues of note - - -

a) I note the plus 30m to +40m high near vertical masonry walls supporting identical materials to those that you are dealing with along the coast cut through Teignmouth from Smugglers Lane over-bridge and out towards the docks and above supporting adjacent roads and property. Are these walls being investigated or major gentle cut slopes proposed by Network Rail ? Are they built of massive stone retaining walls ? No they are simply near vertical cut slopes faced with thin masonry face to prevent weathering with vertical drainage behind - - still functioning, still stable - absolutely !

b) A marine modelling study for proposed Teign Estuary projects back in 2008/09 indicted that this very main line rail route will be the subject to projected tidal and fluvial inundation potentially extending from the docks - under Shaldon Bridge and up towards Jacks Patch preventing train passage even with the more modest calculations of rising sea levels and I understand well within your current 100 year resilience objectives, but no doubt you will be aware of this?

The challenges of climate change

With rising sea levels, modern rail traffic load/ speed /maintenance requirements in a relatively hostile setting time is clearly beginning to press on this functional but ageing rail infrastructure so is there yet an alternative way forward that it appears has not yet been considered for the Parsons Tunnel to Teignmouth line other than my proposal to base your design on the utilisation and de-watering of the existing rock cliffs rather than rely on major mobile imported sand buttresses along with future proofing the sea wall to a more balanced profile that does not sit out into the sea !

I believe there might also just be an achievable alternative twin track rail alignment that keeps the existing tracks 99 % open during construction, does not impinge in any way on the beach or existing frontal cliffs structure, guarantees your necessary resilience for 100 years and probably well beyond- indeed totally sea/storm/ slip resilient and importantly as it avoids massive material importation and lengthy, complex sea borne, weather dependant construction thereby considering whole life scheme costings this could be a 'future proof' viable new option worth consideration ?

Future scheme option not yet considered

So I believe there could also be a viable inland track alignment that springs from Parsons Tunnel portal and curves gently inland protected through your CBU Area 13 and into a new tunnel portal forming a 'new in tunnel alignment' broadly somewhere between 100 - 150 metres behind the cliff

face in good rock and roughly following the existing alignment to eventually find a tunnel portal exit location within the Dawlish Road car park exiting and rejoining the existing track immediately east of Dawlish Road over bridge and adjacent to Teignmouth rail station thereby avoiding the Church Rocks wreck area

This proposal would involve a bored and probably lined twin track tunnel working from short new twin access tracks springing from the main track alignment constructed within the newly protected Area 13 to facilitate access and assembly of the tunnel bore machine, outgoing excavated material and incoming tunnel linings. The bore would continue through to an advanced constructed portal constructed adjacent to the existing track but in the temporarily occupied car park area where the bore machine could be extracted before providing a roof slab to that portal to enable car park reinstatement.

On completion and diversion of the rail tracks on the their new tunnelled alignment the existing rail alignment including over the capped eastern tunnel portal would be land filled and reinstated (by returning excavated and stored material from the tunnel construction) to provide an extended car parking area, the potential to remove Smugglers Lane bridge and provide a gentle sloping walkway / access down onto the new widened sea front promenade.- obviating the need for further walkway overbridge provisions.

I would also envisage the potential for a smaller permanent maintenance and emergency access tunnel to be considered from the main tunnel out to meet what is now the rail track, but which would become the sea front walkway. In addition if the new 'up bound' track alignment adjacent to Dawlish Road overbridge required a greater radius to achieve the new tunnel alignment I believe that the Teignmouth up-platform could be easily extended down to Shute Hill Overbridge with a consequent reduction in length at its seaward end and possible new realigned Dawlish Road overbridge.

This new proposal would release your predicted 'troublesome' flood and landslip coastal rail route for the 'ever enjoyment' of Teignmouth residents and visitors alike bringing enhanced provision - but not however at the expense of our town, its red cliff setting and 'l o n g' much valued, beach walk !

[06 February 2020]

Please find an attachment of a photograph of the sea at the Eastcliffe cafe in 2014.I would like to know how your new plans are going to work against tides and waves like these?

Thank you

[14 February 2020]

I am aware of your disastrous ideas for Teignmouth, hence why I have showed photographs of the sea to you I have also sent them to Boris urging him not to spend gov. money on it!

As part of the consultation on the Network Rail South West Rail resilience programme, you have requested feedback on the proposed scheme for the Parsons Tunnel to Teignmouth stretch. Below is my response to the proposed scheme.

I am in favour of the rail route from Exeter to Newton Abbot being made more resilient, but I am not in favour of your proposed scheme. The reasons for this are as follows:

1. It is impossible to support any scheme for which the environmental impact assessment has not been undertaken, and for which the costs are unknown. It beggars belief that you would present to the public a scheme for which the impacts are unknown and the price tag has not been worked out. How can you expect anyone to make an informed decision? As part of the environmental impact assessment you have not carried out, there is no understanding at all of the impact of the scheme on the other beaches, the movement of sand and the impact on the sandbars and harbour. To seek support without this information is irresponsible.
2. The impact on the Teignmouth and Holcombe beaches are unacceptable. These stunningly beautiful beaches proved an irreplaceable amenity for residents and visitors alike and your proposal is an act of vandalism which deserves to be rejected. I think you have attempted to mislead the public by hiding the impact of your proposals by not showing proper drawings of your scheme during the first consultation period and by not reflecting the true impact in your animated films and model.
3. I understand that the key risk you wish to mitigate by this scheme is collapse of the cliffs between Eastcliff and Sprey Point. Yet I also understand that since the remedial work undertaken following the 2014 closure no subsequent movement of the cliffs have been detected. I suspect that the proposed scheme is excessively risk averse, encouraged by a "capital no object" approach, encouraged by political moves without consideration of residents affected along the route. From the state of the sea wall, it is apparent that your approach to maintenance of the railway is to spend as little as possible until remedial work is unavoidable. I wonder therefore if a properly managed programme of on the cliffs would provide the resilience required. I believe you should think again, looking at less intrusive measures to maintain the stability of the cliffs.
4. I understand also that the proposed positioning of the railway on the beach is not required for reasons of resilience, but to allow you to undertake work on the cliffs without disturbing the running of railway services. I believe the public are used to seeing engineering works where major projects taking place and that a programme of closures, linked with some more creativity in how the work is done should be your approach.
5. I understand it is proposed that the beaches will be out of bounds to the public for eight years while the works are undertaken. This is plain unacceptable

I would repeat my very first point – I am supportive of work to make this route more resilient. But your proposed solution is unsupportable.

I am writing to plead the case for Teignmouth beach. The project may be needed but the way in which you propose to carry it out is appalling. The lack of consideration for the Environmental impact is my main concern, we are living in a world that is constantly losing species and the massive destruction that this railway will caused is to much for Devon to even consider.

This Historic and Beautiful area will be undeniable changed and destroyed by the brutalist design that is proposed and is a poor demonstration of Networks rails ability to prevent more issues with the rail line. I also do not believe that this design is future proof as it doesn't deal with all the issue facing the railway such as groundwater and sea levels.

Please reconsider this cheap and harsh proposal.

I'm not normally a campaigner, but I am a nature lover and an admirer of historic engineering excellence and am astounded at the solution that Network Rail have come up with in order to make the historic sea wall and the beaches at Teignmouth and Dawlish safe for the long term future. It makes my heart weep to think that in this day and age all that can be arrived at is to dump millions of tons of toxic concrete on this stretch of the most beautiful coastline in our land.

I've been pondering what I can say to add weight to the huge outcry regarding Network Rail's proposal, and this morning I read an intelligent and heart felt article written by Jonathan Meades, the writer and film and documentary maker, which says it all. This is my contribution, since I couldn't have said it better. I hope that this makes those who are influential in this decision, think harder about the sheer lack of love that has gone into the current Network Rail proposal.

Below is Jonathan's article and I send it in the hope that finally someone in power, with a love of beauty and a sense of what is right for our environment, will read it and sway others with influence to change their minds and think harder for a better solution for this world, and our local community.

Jonathan Meades wades in to save Teignmouth

Jonathan Meades - film and documentary maker, writer and journalist writes:

"I still rue the destruction of Brunel's great viaduct in the west Somerset village of Waterrow which once carried the Taunton to Barnstable railway. It was destroyed by officially sanctioned vandalism in the late 1960s.

Plus ca change and so on. It's 2020 and Network Rail, who have learnt nothing, are attempting to casually destroy yet another of Brunel's great megastructures, the seawall and cobbled walkway that snakes along the Devon coast between Holcombe and Teignmouth and forms part of his South Devon Railway and the South West Coastal path. They say it is part of 'resilience' works.

As Brunel mapped out the route for his line south of Exeter, he soon realised that the smoke and dust from steam trains would cause genteel displeasure in the newly-fledged health resorts of Teignmouth and Dawlish. His answer was the introduction of the experimental atmospheric railway to South Devon, which futuristically propelled engineless carriages along wide gauge tracks using a network of pumping stations. A few of the elements of this failed railway system have survived, but none is more hugely impressive than the wall itself. Although the atmospheric railway wasn't able to endure the harsh elements and the relentless salt spray, the mighty wall did endure.

It's not to be confused with the wall at Dawlish, which has been much altered and upgraded over the years, the section between Holcombe and Teignmouth, has formed an unrelentingly elegant buttress at the foot of the cliffs for 150 years.

This Brunel structure is part of a scape of wild red sandstone cliffs, ferocious seas and Victorian solidity, just as Brunel, with grim determination, imagined it would be. Huge chunks of Haytor granite and limestone, sit on an expanse of fine red sand with ever changing seas beyond; sometimes explosive, sometimes serene.

Unlike the Dawlish section of the wall which has suffered a pounding from the sea, this section is apparently vulnerable to rock fall and Network Rail are hoping to spend half a billion pounds burying Brunel's wall, and half of the red sand beach that flanks it, in environmentally unforgiving concrete. This ham-fisted, sledge-hammer wielding plan is proposed in order to move the line away from the cliffs and further out into the thrashing sea.

It is hard to understand why this great Victorian brainchild, an industrial Stonehenge, would not be preserved and cherished for generations. Actually it's not that hard. Its continued existence would achieve no kudos for the Prime Minister in the way that a bridge across the Irish Sea might or HS2 might."

I strongly protest to the proposed plans for the new sea wall from Holcombe to Teignmouth. We all want to preserve the railway link, but equally it is essential to preserve our natural amenities: the beach. Please can you explain to me but why Network rail has not carried out detailed assessments of any other options? What were / are the objectives of the project? Do these objectives include environmental considerations? It is recognised that there is a climate crisis, so any actions taken must prioritise taking care of our climate. The amount of concrete expected to be poured into / over the beach is a very serious concern that I have. Please can you provide me with the original scope and objectives set for this project and who agreed them? Also, if you have it, an assessment of the degree this proposed solution meets the objectives.

Re. South West Rail Resilience Programme – Teignmouth to Parson's Tunnel

I hope you will have already seen the press coverage on the Human Chain on Saturday 8th February. We deliberately held the event at very low spring tide so as not to manipulate the public into believing they would be robbed of more beach than they are! As you will of course know, the line shows the position of NR's new wall and the vast expanse of beach that will be destroyed.

From one human being to other, surely you can see that you are destroying too much? There is a chance here for NR to use their 'World Class' engineers to actually do something for the good, that would enhance the railway and the town and environment. I am astonished that Network Rail could be so backward in their design for 'resilience'.

I feel compelled to write having recently attended 3 Network Rail consultation events regarding the proposed resilience project between Parson's Tunnel and Teignmouth. The events held in Teignmouth (one in the town center and one sadly held out of town at a remote golf club) were absolutely packed and sadly there were not enough Network Rail representatives to deal with the sheer number of people and their queries and concerns regarding the proposals. Those who I did manage to speak were not well informed and appeared to have very little in depth knowledge of the project. My main concern is the environmental impact of this project and the effects that a scheme of this size will have on the surrounding towns and their coastline. I find it incredible that the full Environmental Impact Assessment will not be available until well after the public consultation has closed, how can members of the public possibly make an informed decision when we are not presented with the full facts? Another area of concern is the computer generated model which has been on display at the events, the model appears not to be to scale and the fact that it shows the tide at a very low state leads you believe that there will be more beach left untouched than is in fact the case. Having attended a human chain event at Teignmouth and Holcombe beaches on Saturday the 8 February where Network Rail's measurements were used to mark out the proposed wall, it was clear to see that we would lose massive areas of our beaches, this is simply not evident at your consultation events, leading many people to feel that Network Rail tactics are very underhand. An estimated 3000 people attended the human chain and I hope this gives you an idea of the strength of feeling in our town. An A4 size booklet which contains in depth information has not been readily available at the events, on the 3 occasions I attended you had to ask for a copy which was then produced from a box under a table, surely this information should be shared with the public if we are to make an informed decision on the proposals.

As I'm sure you are aware Teignmouth is a seaside town which relies heavily on its tourist trade, the town is already suffering though a lack of investment, accommodation and parking in the summer months, your proposals in their current forms would put far too much pressure on the town which is already at a standstill with traffic through the summer months. Where would all the works traffic park, where would the workers stay? Have any of these factors been taken into account? We have heard that works could run for between 8-10 years and I fear that by the end of this period irreparable damage could be caused to our town.

The phrase "using a sledgehammer to crack a nut" sums up these proposals perfectly. Up until 2014, I believe, this stretch of railway had only been closed for 46 days since it opened in 1846. The Network Rail literature and videos show the work in 2014 to clear the railway following a landslide, however, they fail to mention that track was already closed due to the problems in Dawlish and that the landslide was created by Network Rail themselves using waterjets to wash down the unstable cliffs, this seems to follow the general tone of Network Rail's scaremongering tactics.

The design of the proposed works use a frightening amount of concrete and following this week's ruling regarding the third runway at Heathrow must surely demand a more sympathetic and environmentally friendly option, these plans go against the government's aims to become carbon neutral by 2050.

I had hoped that the fact that the sea wall was designed and built by Isambard Kingdom Brunel and is a listed structure would have had a huge bearing on the design of your plan, however I was saddened to learn that the listed status has been removed for the duration of the public consultation and beyond. It is also noted that the Victorian Society will not comment on the project.

In closing I would like to stress that I am in no means anti railway and I fully appreciate the importance of having the railway running through our town but your current plans are far too brutal and I hope you will now go back the drawing board to come up with a plan which works can preserve our beaches, historic sea wall and the future of the railway.

I am writing to express my grave concern about Network Rail's proposals for the section of the line from Parsons Tunnel to Teignmouth. My interest comes from my ownership of Wayside, Cliff Road, Teignmouth which sits on the ridge above Teignmouth some 50 yards from the cliff edge of the Combe (Section 5). I moved into the house with my parents in 1948 and I have been going and coming ever since. I was naturally very pleased when it was decided that the existing mainline should be kept and the vulnerable sections from Dawlish Warren to Teignmouth made more resilient. Without the railway to protect them our red sandstone cliffs would inevitably erode steadily.

However over time I have increasingly come to doubt the wisdom of the scheme, apart from the damage it would do to Brunel's historic seawall, the beaches, the inshore waters and Teignmouth itself if the works are built at the paralysingly slow pace with which public sector projects are in this country today. (What a contrast with the Victorians and our European neighbours, not to mention the Chinese and Japanese). Our local engineering experts have queried the necessity of such drastic action and suggested alternatives. These have not had a proper hearing because of the unfortunate way Network Rail have handled the consultations. There were indeed many of these but they consisted of individual conversations with different officials, none of whom one had seen before, and most of whom claimed not to be expert and passed one on. The intention was no doubt honourable but it gave the impression that Network Rail were committed to their proposal and were determined to drive it through. This was underlined when the claim that the new proposal had increased the amount of beach retained turned out to be, shall we say, open to challenge. This really enraged people. There should have been meetings with panels of Network Rail experts who could have given the company's replies to criticisms from the public.

At the consultation this month in Holcombe a coastal expert, the cliff manager was away, talked in dramatic terms of the state of the cliffs, explaining that the cliffs could collapse from bottom or top and rock shelters therefore would not work. Given my experience of over 70 years when there has been only one serious land slip- 2014 and that was not of the dramatic type described, I was sceptical. I am all the more so since I have today read the letter of 23 February to Mark Langman of Network Rail from [names redacted] which provides a devastating critique of the geological analysis and the measures proposed. If they are correct then Network Rail are risking taking measures, which are not only unnecessary but could be actually harmful and destabilise the cliffs, thereby damaging the area, the region, the country and Network Rail's reputation. A public inquiry is clearly needed.

Fortunately this has come at a moment when a new government is committed to a dramatic renewal of the country's infrastructure and a 'levelling up.' This presents a great opportunity for Network Rail to be bold and imaginative. Your comparative studies of routes listed the reopening of the LSWR line to Plymouth as poor value for money. It was so for Dr Beeching and would be for accountants today but not for the UK. Strategically it would ensure that there would always be rail communication to Devonport and Cornwall, even when storm damage or necessary improvements made the mainline impassable. This could become even more important if sadly Scotland became independent and Faslane were lost: the alternative would hardly be Milford Haven, given Welsh nationalism, leaving Devonport or Falmouth.

As for levelling up the reopened line would give a boost to North West Devon and North East Cornwall. Your study omits the option of using it again as a mainline from Waterloo. As recently as 2009 South West Trains had several trains a day to Plymouth and Paignton. Such a new service could be made more viable by the restoration of double tracking on some of the Waterloo mainline West of Salisbury, reversing an act of vandalism, not of Beeching, but of British Rail. This relatively small investment would help the whole South West, an area which has received less from Network Rail than any other. In parallel Network Rail could devise new and more effective solutions to the Parsons Tunnel to Teignmouth, ideally preserving Brunel's seawall. How ironic it would be that, when the country is

setting out on the largest railway building since the Victorian Age, we should destroy one of the most iconic works of our greatest ever engineer. I am sending copies of this email with covering emails to the Secretaries of State for Transport and Defence, Anne-Marie Morris MP, Ben Bradshaw MP and local councillors.

Re: Network Rail's "proposals to improve the resilience of South West's railway.

We very much appreciate Network's Rail's desire to ensure that a viable safe railway line is provided for the South West. Nevertheless, I wish to register my huge concerns about the impact of the above project, which is to cover most of Teignmouth's beaches and all of Holcombe's with 435,200 cubic metres of concrete, resulting in approximately 227,688,044 lbs CO2 emissions. Below left is the beach as it is now in its natural beauty and alongside it is your proposal, which will totally destroy the beach and associate marine life.

On environmental grounds, the proposals will damage the inter-tidal flora and fauna, which currently exists there, including a number of endangered species. These precious resources have not been recognised or appropriately valued in the proposals. The carbon footprint of the scheme will be huge. There may well be dire unforeseen consequences of such a massive concrete bulwark, such as the erosion of beaches further along the coast in other resorts or flooding up the Teign and Exe estuaries - thereby ironically threatening the railway track that runs along those estuaries.

The experts employed by Network Rail cannot be trusted. For example, a plan to raise the seawall in Dawlish was put into operation in September 2019 and the main beach and walkway is deemed off-limits to residents and visitors alike. The work was due to be completed by February 2020.

Complications - totally unanticipated by your experts - were discovered and now the earliest date for completion is the end of June 2020, thereby damaging the tourist trade on which the town depends. Network Rail's public consultation is riddled with obfuscations: for example, below is a grossly misleading Network Rail statement. If you can mislead on this what else are you misleading stakeholders about?

The leaflet accompanying the consultation states:

New leisure opportunities

The proposals would provide improved leisure facilities and amenities including new, fully accessible, coastal walking and cycling routes.

1. Despite the illustration of a cyclist there are no plans for a separate cycle path along the seawall;
2. At present the beach provides a large area for people and dogs to run free, play beach games and chase balls. There is easy access for swimmers and, at Holcombe, surfers. There is ready landing and launching for non-motorised craft such as kayaks. The wall will destroy these leisure facilities;
3. We already have a walkway so the project will take away much and add little;
4. For the 8-16 years of building even a walkway will be denied to residents and visitors especially those hoping to follow the South-West Coast Path.

You assert that the main threat is from the cliffs, and not the sea on the stretch between East Cliff and Parson's Tunnel. It is worth noting that 5 years have passed since you blasted thousands of gallons of high pressure water at the cliffs, and that in that time the monitors which were installed on the cliff face have not recorded any significant movement. Rather than rushing ahead with an expensive, elaborate, damaging and ill-conceived scheme, we ask that you take time out and pause before committing to any further action.

The residents and visitors to the beautiful towns of Dawlish and Teignmouth support the railway but Network Rail's plans to vandalise our coast are totally unacceptable and we would ask you rethink your current, destructive plans. Thank you in anticipation.

I attach my feedback letter regarding the above scheme.

Please can you email your reply to my questions to this email address.

Thank you.

[Attached Letter]

Re: Resilience of South West Rail

Having attended the consultation, I would like to give feedback on the proposed scheme for the Parsons Tunnel to Teignmouth stretch in your resilience programme.

I am not opposed to the rail route from Exeter to Newton Abbot being made more resilient, but I am not in favour of your proposed scheme. The reasons I cannot support this scheme are as follows:

An environmental impact assessment has not been undertaken.

There cannot be an informed understanding of the impact there may be on Teignmouth and Shaldon. Will Network Rail be willing to take the responsibility for any flooding caused by the shift of the sand and sea? In the more distant future there may even be threat to the railway lines going out of Teignmouth up the river Teign, if water levels were to rise further as a consequence of the re modelling of the coastline, in addition to the predicted rise from the effect of global warming. Maybe even Newton Abbot could also be impacted on at high tide and a storm in the next 100 years as it already sometimes does.

As far as I know when I asked, no suitable survey of the cliffs has yet been done.

Am I to believe it is necessary to move the rail out to sea and entomb Brunels wall behind concrete, so work can be undertaken to stabilise the cliffs which show no critical threat of collapse and may or may not happen in the next 100 years? If this scheme was approved and work (which seems unnecessary) was carried out maybe further damage and collapse may occur. As far as I can see the stabilisation work already carried out is adequate. If not why is it not adequate?

This scheme will not stop disruption from Exeter St Davids due to the flooding it occasionally endures, nor from the ongoing Dawlish seafront sea and debris problems and recent small collapse at Coryton Cove side of the tunnel. Since 2014 no movement of cliffs have been detected on this stretch. If there had been adequate maintenance of the sea wall at Dawlish, the catastrophe of 2014 may not have happened.

Now you wish to spend over a billion pounds to avoid future fines. Network Rail should lobby the government to cancel such fines imposed on them when an incidence is an act of God, not spend on a scheme of this nature.

Has there been a study done as to whether the resilience programme is for Network Rail to provide a service for passengers living in Teignmouth and Dawlish or those needing to access Plymouth and Cornwall or Cornwall through to Exeter and beyond?

Are there figures available for how many passengers use the trains to visit Dawlish and Teignmouth?

How many are using it to commute to Newton Abbot/Plymouth or to Exeter?

I feel, at the consultation the public were being misled and the impact of your proposals were not transparent as no 'before and after comparisons were on display. Raising the wall to 8.3 metres using ugly environmentally harmful concrete will change the overall view and biodiversity. The "edge protection" height is not clear. Is it a kerb or wall height? The present wall is curved and I cannot see how a 8.3 mtr straight wall will absorb the force of the waves at high tide and especially storms. Although bearing in mind the threat to the railway is from the cliffs and not the sea.

From any beach left we will be losing the beauty of cliffs and Brunels wall as you would need to be out to sea to see above 8.3 mtrs. I questioned the need for a second footpath directly under the cliff and was told you were obliged to provide another amenity for the "lost" amenity (explained as the beach). A place of natural beauty cannot be substituted and is unnecessary as the number of people will not increase who wish to visit Teignmouth for recreation and the one we have is adequate (although in need of maintenance).

Why not make this a branch line (I know at a greater cost) but it would give a faster route for passengers wishing to get to Plymouth or Cornwall so in the long run may encourage more people making this journey to leave their cars at home and use the train instead. Locals would most likely have a better service too, on less crowded trains to Exeter or Newton Abbot, again more may then use it, leaving their cars behind, improving carbon footprint.

When I asked about the idea of protecting the line with a series of tunnels if the cliff was proven (after suitable surveys) to be vulnerable, I was told a tunnel couldn't be designed strong enough to absorb cliff fall. Today's engineers have computers to work out calculations and can't design something as enduring as Brunels wall? I understand your proposal is infact incorporating one at the mouth of Parsons tunnel.

Brunel's wall is part of Teignmouth and Devon's Heritage. Can you explain why Heritage England have just been given it amnesty from an application to list it? When I asked your representatives, I was told that it was not considered to be of any significant value. It is designed by one of Britains most important respected engineers and over 150 years old. It was designed to allow the Railway to bring tourists to Dawlish and Teignmouth and to make money for them. I would argue this is a very valued heritage for both Devon and for Network Rail. A valuation of Brunels wall, the heritage and the pleasure, enjoyment and wellbeing of locals and future visitors would be far more than the billion plus you propose spending entombing it in concrete.

Have you actually been to Teignmouth and seen the beauty of this wall and its surroundings? I urge that you think again. Do you want your name to be linked to the destruction of this beautiful wall and the surrounding environment? (I haven't even mentioned the wildlife and biodiversity of the coastline).

I can only conclude this proposal is for financial gain to take the money the government has put on the table as there is no evidence the cliffs are a major problem to justify work to this extreme, now or in the near future; nor that it is necessary to use this route for commuters not needing to stop at Dawlish or Teignmouth. This scheme is selling everyone short, the public and Network Rails future profits. So many more may use it to access Plymouth and Cornwall if it was a more direct and quicker route.

I am supportive of work to make the Exeter to Newton Abbot route more resilient but your proposed solution is unsupportable and unnecessary.

I look forward to receiving your reply to my questions.

Re: Resilience of South West Rail

Having attended the consultation, I would like to give feedback on the proposed scheme for the Parsons Tunnel to Teignmouth stretch in your resilience programme.

I am not opposed to the rail route from Exeter to Newton Abbot being made more resilient, but I am not in favour of your proposed scheme. The reasons I cannot support this scheme are as follows:

An environmental impact assessment has not been undertaken.

Without this, how can you put together such a comprehensive model as though the permission has already been granted? There is no understanding of the impact there may be on Teignmouth and Shaldon and the environment. Is Network Rail willing to indemnify any future flooding caused by the shift of the sand? Further on in the future there may even be a threat to the railway lines following the River Teign. As a consequence of the re-modelling of the coastline, water levels may rise even higher than already predicted from the effects of global warming. Maybe even Newton Abbot could be impacted on during a storm and a high tide in the next 100 years. It already does further up the river.

As far as I know, no suitable survey of the cliffs has yet been done; or your representatives had no knowledge of it when I asked at the consultation in Teignmouth. Am I to believe it is crucial to move the railway out to sea and bury Brunels wall behind concrete, so work can be undertaken to stabilise the cliffs which show no critical threat of collapse or subsidence and this may or may not happen in the next 100 years? As far as I can see the stabilisation work already carried out is adequate. If not why was it not adequate? If this scheme was approved and work (which seems unnecessary) was carried out maybe further damage and collapse may occur.

This scheme will not stop disruption of the line when Exeter St Davids suffers flooding when there is a storm and there are ongoing incidents along Dawlish seafront, with a small collapse at Coryton Cove side of the tunnel during the recent storm. Since 2014 no movement of cliffs have been detected on this stretch.

Now you wish to spend over a billion pounds to avoid future fines. Network Rail should lobby the government to cancel such fines imposed on them when an incidence is an act of God, not spend on a scheme of this nature.

Has there been a study done as to whether the resilience programme is for Network Rail to provide a service for passengers living in Teignmouth and Dawlish or those needing to access Plymouth and Cornwall or Cornwall through to Exeter and beyond?

Are there figures available for how many passengers use the trains to visit Dawlish and Teignmouth?

How many are using it to commute to Newton Abbot/Plymouth or to Exeter?

I felt, the public were being misled at the consultation and the impact of your proposals were not at all transparent. There was no model of "before" and only "after" was shown, there was no comparison on display. Raising the wall to 8.3 mtrs using ugly environmentally harmful concrete will change the overall view and biodiversity. The "edge protection" height is not clear. Is it a kerb or wall height? The present wall is curved and I cannot see how a 8.3 mtr straight wall will absorb the force of the waves at high tide and especially storms. Although bearing in mind the threat to the railway is from the cliffs and not the sea.

From any beach left we will be losing the beauty of cliffs and Brunels wall as you would need to be out to sea to see above 8.3 mtrs. I questioned the need for a second footpath directly under the cliff and was told you were obliged to provide another amenity for the 'lost' amenity (explained as the beach). A place of natural beauty cannot be substituted and is unnecessary as the number of people will not increase who wish to visit Teignmouth for recreation and the one we have is adequate (although in need of maintenance).

Why not make this a branch line? (a greater cost I know) but it would give a faster route for passengers wishing to get to Plymouth or Cornwall so in the long run may encourage more people making this journey to leave their cars at home and use the train instead. Locals would most likely have a better service too, on less crowded trains to Exeter or Newton Abbot, again more may then use it, leaving their cars behind, improving the carbon footprint.

When I asked why the line couldn't be protected (if it was really necessary) with a series of tunnels if the cliff was proven (after suitable surveys) to be vulnerable, I was told a tunnel couldn't be designed strong enough to absorb cliff fall, it would collapse! Today's engineers have computers to work out calculations and can't design something as enduring as Brunels wall? I now understand your proposal incorporating one at the mouth of Parsons tunnel.

Brunel's wall is part of Teignmouth and Devon's Heritage, Can you explain why Heritage England have just been given it amnesty from an application to list it? When I asked your representatives, I was told that it was not considered to be of any significant value. It is designed by one of Britains most important respected engineers and over 150 years old. It was designed to allow the Railway to bring tourists to Dawlish and Teignmouth and to make money for them. I would argue this is a very valued heritage for both Devon and for Network Rail. A valuation of Brunels wall, the heritage and the pleasure, enjoyment and wellbeing of locals and future visitors would be far more than the billion plus you propose spending entombing it in concrete.

Have you actually been to Teignmouth and seen the beauty of this wall and its surroundings? I urge that you think again. Do you want your name to be linked to the destruction of this beautiful wall and the surrounding environment? (I haven't even mentioned the wildlife and biodiversity of the coastline).

I can only conclude this proposal is for financial gain to take the money the government has put on the table as there is no evidence the cliffs are a major problem to justify work to this extreme, now or in the near future; nor that it is necessary to use this route for commuters not needing to stop at Dawlish or Teignmouth. This scheme is selling everyone short, the public and Network Rails future profits. So many more may use it to access Plymouth and Cornwall instead of going by car if it was a more direct and quicker route.

I am supportive of work to make the Exeter to Newton Abbot route more resilient but your proposed solution is unsupportable and unnecessary.

I look forward to receiving your reply to my questions.

As a Teignmouth resident, I write to express my disappointment and outrage to the Network Rail (NR) proposals to concrete one of our most outstandingly beautiful spots on the whole South Coast of Devon. In the process, NR plan to destroy Isambard Brunel's iconic sea wall – which is of significant historic value. It is hard to understand how on any level the current proposals are in keeping with, "Teignmouth, The Gem of South Devon". It is also hard to palate the perceived skulduggery going on given the sea wall has been given a "Certificate of Immunity" so that it cannot be listed from April 2018 until April 2023. In what way does that serve the people of Teignmouth and our visitors and its historic value? What is lacking in integrity is that much that is coming to light through only the endeavours of laypeople via the Freedom of Information Act. This is not a display of public servants representing or fighting for the people who put them into office.

There are some concerns shared by many which I shall detail below, but aside from those wellknown issues there are others which include:

The lack of groins on the beach between the Eastcliff end of Teignmouth and Holcombe means that our many blind or visually impaired visitors are able to walk the beach without fear of tripping up! I've not heard anyone even consider that.

Network Rail ironically are suggesting moving the railway further out, so that mud and rockslides do not jeopardise the running of the railway yet are happy to site "leisure" routes walking and cycling in or near to the current rail track. So, therefore, they are not happy for debris to fall onto the track, but happy for it to fall on us residents and our visitors.

As reported in The Sunday Times (1st Dec 2019), the environmental impact of deploying 22 football pitches of concrete is massive.

Turning to documented evidence.

Point 1

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 defenses, 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 and/or Shaldon.

In 1917, the community of Hallsands, approximately 30 miles West of Teignmouth, was lost to the sea as an unintended consequence of work to expand Plymouth Docks. Approximately 30 miles East of Teignmouth lies the town of Seaton, an important port for several centuries, and supplying ships and sailors for Edward 1's wars against Scotland and France. In the 14th Century heavy storms caused a landslide, which resulting in the Port silting up and its commerce moving elsewhere. 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.

Please advise how you intend to guarantee the future safety of my property in the light of these threats.

Point 2

The beach here is a unique and beautiful asset, which has been enjoyed by many generations. To lose it is unthinkable and would cast worrying unintended consequences on anybody with responsibility for allowing this scheme to go ahead as currently proposed.

Point 3

The current plans, which I object to in the strongest manner also 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 by Network Rail.

Point 4

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

I urge you to reconsider the proposals before it is too late. The decisions made in this scheme are far-reaching consequences.

It's crucial to understand that it is not the beach OR railway, for Teignmouth, it should be BOTH. Yes, we need a railway, but we must retain that special beach. The consequences to the business community could be vast. I run two [information redacted] groups in the area and also co-run the [information redacted], and there is (understandably) very real concern amongst businesspeople who rely on holidaymakers for the livelihood. Many people come to Teignmouth for that stretch of (threatened) coastline. Please, let's make sure we get a solution that keeps a rail link, but not at the expense of trashing natural beauty (e.g. Sprey Point), or eradicating history. We are Stewards of this beautiful land – let's leave a legacy to be proud of.

What can you do to make sure that happens?

I'm very concerned about the current plans for the rail re-routing. Whilst I agree that there needs to be some work done along the route because of the cliff erosion, your current plans would dramatically alter the character of the beach and would be less attractive for tourists too, who provide vital income for the town.

Please look at some alternative solutions.

I am extremely distressed at your plans to take away our beach. Surely there is alternative solutions such as covering the vulnerable parts of track in tunnelling, a far more cost effective and potentially more aesthetic way forward, protecting it from both sea and possible landslides. I would appreciate your views on this.

To all of you who have the ability to make a positive change. I am writing to voice my grave concerns for the future proposals that have been presented recently in the area sharing the latest proposals for the realignment of the railway through Dawlish, Holcombe and Teignmouth.

Firstly, I would like to thank National Rail for providing the opportunity to understand more about the proposals and giving the chance to ask questions, but having had this opportunity I now have some serious reservations about the proposals.

- Consideration for saving the historic wall and the beach area has not really been fully explored. In talking with the team, it seems that a blanket approach to build a concrete wall all the way along the line regardless of whether it is required at that particular site or not has been applied. In my view building out from the cliff faces where there is concern is not the only option, and in fact if you look at the modelling presented, the areas of high danger could be reduced back in line with the other areas without having to build out the line at all. The cliff face where there is significant danger does not have any housing above it and could be reduced. I am concerned that this idea is not being considered as it would mean closing the railway line and impacting on revenue - rather than looking at what is required for the aesthetics of the area.

- The scaled model that was shared at the events, was also very misleading to most people who went to look at it - showing a vast sway of beach which was wholly inaccurate. A lot of people are visual and this will have targeted those people with a false view that everything would be fine and the beach would remain. I think a proper scaled model with true representation of the shore line should be shared to allow people to make an informed decision. We are so often given misleading information in order to get the decisions desired, rather than being given the facts openly to allow everyone to make an informed decision.

- Since the landslides in 2014, and the remedial work that was carried out at the time, there has been little movement of the cliffs above Holcombe and Teignmouth. But the historic lack of maintenance for both the cliff face and Brunel's wall needs to be reversed. A better way to manage the area and monitor whether we are ever likely to get another cliff fall before the government spends vast amounts of money on a solution that could be complete overkill.

- Environmental impacts. as a small nation with a very proud and long history we should always be looking to protect our heritage for our future generations and for the tourism that comes to the UK precisely to view and see historical monuments and locations of environmental importance. I am amazed that Network Rail have managed to apply and receive a 'Certificate of Immunity' to avoid registering these artifacts and protecting them for future generations. The government should step in and review and reverse this immediately.

The government have pledged to keep the nation connected and pay more attention to those areas of the country who feel isolated or not listened to. Devon and Cornwall are important areas for the country which survive with little support and I am amazed at how the community spirit is strong enough to keep these small communities going. But they are on a knife edge all of the time, threats to hospitals, fire stations, schools are a regular battle on top of trying to make a living in a tourist driven economy. Removing sites of historic importance will impact the local community and the tourism trade significantly. This activity would never be allowed to happen to historic monuments in London.

You have the chance to make a change for the better for the local residents, explore all avenues, do not just think of revenue in your revised proposals, money is not the important point here.

Please consider the comments above,

Whilst accepting that the railway is a valuable service for Teignmouth and points west I am seriously concerned at the current plans for resilience. Whilst there has been some improvement in the revised plan, retaining a greater amount of beach at the Teignmouth end, the environmental, economic, amenity and visual issues remain substantially the same.

I will deal with these in turn.

Environment

The proposals will have a significant and detrimental affect on both the terrestrial and marine environment by destroying and polluting natural habitats. The sea wall will bury large tracts of the intertidal area under concrete. The manufacture of cement produces vast amounts of co2 adding greatly to global warming a factor that should be considered in the environmental impact assessment This is in addition to the building of a huge and ugly concrete wall, covering up the existing Brunel sea defences seems an abject act of vandalism. There must surely be alternatives that minimise the environmental impact!!

My major concerns are about the damage to the intertidal and deep water environment. The project will disturb sediments which are likely to smother existing habitats and also pollute Teignmouth's beaches leading possibly to the loss of their blue flag status. Much of the material for the proposal will be bought in by sea and Apparently pumped ashore as infill behind the new sea wall which will result in toxins and other materials draining into the sea. There are risks of contributing to silting of the estuary and approaches affecting Teignmouth harbour. The disturbance of the seabed, vibration and scouring and silting will have a lasting and detrimental effect on the local shellfish and fishing industries. Recent experience following the dumping of silt from Exmouth off Sprey Point where local beaches were turned black gives a clear indication of the effects of tidal flow resulting from such disturbance. The cliffs provide a habitat for birds bats and small mammals all of which will be effected by the buttressing and other work on the cliff face.

Economic

During the 8 year construction phase it seems likely that there will be no public access to Eastcliff and Holcombe beaches, a substantial loss of public amenity for both local residents and tourism. Teignmouth is a holiday resort and much of the local business community are dependent on the tourist trade. The extent to which this is affected is difficult to calculate but is likely to be significant. In the longer term the area of beach available for public access will be significantly reduced again making Teignmouth and Shaldon a less attractive tourist destination with concomitant losses to local business. Any additional silting at the river mouth will require additional dredging in order to maintain the port. There may be some short term benefit to local employment arising from the project but this will be time limited and is likely to be outweighed by damage to other sectors of the economy.

Visual

The existing historic sea wall merges into its cliffside surroundings dressed as it is with red stone. The proposals show a grey concrete wasteland, a piece of architectural brutality that smothers the existing sea wall and contrast horribly with the natural environment.

I am also concerned that the environmental impact assessment will not take place until the consultation has finished. We are therefore been expected to respond to partial information. Additionally I would question the independence of any assessment commissioned by Railtrack simply on the basis the he who pays the piper calls the tune!

in summary I believe the plans to be ill conceived and to risk significant harm to the environment and local businesses.

Who decided to put the new line in a more vulnerable location than it is ? The weather conditions, look at the current weather in Teignmouth / Dawlish, Is such that if the project goes ahead between the wind and the waves no train will be able to run on the track due to extremely high risk of being swept of the line.

For years the local residents new that the ground structure at Dawlish was not safe, The only thing that happened was 'patching' no one actually listened until the ground and houses fell into the sea.

When will the arrogance of 'the powers that be' stop and start listening to the people that know, in this case those that live with the coastal weather conditions

Year in and year out

As a post-doctoral researcher for most of my working life, I was aghast when I read your consultation document and the associated survey. Rarely have I seen anything quite so misleading. I support my assertions with the following observations.

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

This question is invalid because it is phrased in such a way that anyone answering 'Disagree' looks imprudent because few people would argue for a railway line that is not resilient. Now if you had asked 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 available until after the consultation process ends on 1st March. Had the public (being consulted) had access to this, their responses might well have been very different. The timing of the consultation in relation to the availability of the Environmental Statement smacks of obfuscation and deception.

Question 3: Do you support the creation of new coastal paths and amenities as part of the overall proposals to increase railway resilience? This is a totally misleading question because there are very few new amenities in the plan and you are proposing to sweep away many existing ones. This question again suggests deception. Validating my statement are the following points -

a) In the leaflet associated with the survey there is a clear picture of a cyclist and yet there are no plans for a cycle route. You state you are 'exploring options with Devon County Council for ... an inland route'. The inland route has been proposed for many years now and a cycle track parallel to the present wall is probably not viable given the narrowness of the roads and built-up nature of the area at the edge of Teignmouth.

b) The current beaches provide unparalleled opportunities for leisure such as: (i) swimming; (ii) opportunities for adults, children and dogs to play ball games and run around freely; (iii) sunbathing and relaxing on the beach; (iv) surfing and body-boarding; (v) launching non-motorised craft e.g kayaks; (vi) rock-pooling and observing marine life. All these leisure opportunities will be swept away by the proposals.

c) There might be an improved footpath eventually, however for years - at least eight and given the experience of delay in Dawlish probably very many more - this walkway will be closed. The part of the South West Coast Path from Holcombe to Teignmouth will end just outside Dawlish with the only option for walkers being an excessively busy main road. The opportunity to walk along the sea between Dawlish and Teignmouth will be denied for a generation.

d) Currently, the walk is a beautiful one along a wall full of history and interest with opportunities to dip down onto to the beach and observe the marine life at all but high tide. Your ugly and brutal scheme will destroy all historic interest, all beauty, all opportunities to access and admire marine life.

Question 5: What is your primary reason for visiting the coastal path and Holcombe beach? It is difficult to believe anyone with an understanding of research methodology has phrased this question. You put 'primary' reason but then give no instructions as to whether you want just one box ticked or all that apply. Clarity about what is required from respondents is the first lesson on any course on research skills. You need to state either 'tick all that apply' or given that you use the word 'primary' you need to ask respondents to tick only one box i.e the one indicating their main reason for visiting. The ambiguous nature of the question again indicates obfuscation bordering on contempt for your respondents.

On the written feedback form the two narrow lines under the questions, How could the plans be improved? and again 7. Do you have any further comments on the proposals? are totally inadequate for any valid response. No one could articulate their suggestions in such a tiny space.

We have to wonder why you have produced such a misleading, incompetent and unprofessional survey? The results will have no validity but I suspect you will find that most people answer agree to Question 1, because it is difficult for anyone to disagree to a resilient railway line, and you will vaunt this as agreement by the general public to all their proposals.

If your project is so wonderful and so beneficial for the people of Devon and their visitors, you would not have to use such misleading strategies. Consequently, we are left with the belief that you know, as well as we do, how damaging your proposals will be. Nevertheless, you are determined to conceal this and carry on regardless of all considerations.

Any quick glance at social media will show how angry the general public is about lying and deception by politicians and public bodies, I would therefore strongly advise you to put the project on hold and re-engage in another more truthful and honest public consultation before matters are taken any further.

I come from a family of proud railway workers and moved to Dawlish because of the fantastic railway running along the sea. Consequently I feel betrayed by Network Rail's proposal to vandalise most of Teignmouth's beaches and all of Holcombe's with concrete. This is unacceptable not least on environmental grounds. The proposals will damage the inter-tidal flora and fauna, which currently exists there, including a number of endangered species. These precious resources have not been recognised or appropriately valued in the proposals. The carbon footprint of the scheme will be huge. I do not believe that any environmental assessment you produce will be independent.

What is worse than the actual proposals is that you are trying to persuade people about the magnificence of your proposals by misleading them. For example, below is a grossly deceptive Network Rail statement. If you can deceive on this matter what else are you misleading stakeholders about?

Under a PICTURE of a CYCLIST you state: New leisure opportunities

The proposals would provide improved leisure facilities and amenities including new, fully accessible, coastal walking and cycling routes.

1. Despite the illustration of a cyclist there are no plans for a separate cycle path along the seawall and please do not use any reference to an inland route as an excuse to fob people off - have you ever tried cycling from Dawlish to Teignmouth via the Exeter Road or Holcombe? No I thought not. For all but the fittest and most intrepid the incline, build up of houses and narrowness of the roads between houses make an inland route impossible;
2. At present the beach provides a large area for people and dogs to run free, play beach games and chase balls. There is easy access for swimmers and, at Holcombe, surfers. There is ready landing and launching for non-motorised craft such as kayaks. The wall will destroy these leisure facilities;
3. We already have a walkway so the project will take away much and add little;
4. For the 8 -16 years of building even a walkway will be denied to residents and visitors especially those hoping to follow the South-West Coast Path.

Throughout your literature you constantly refer to new amenities and leisure facilities when you know perfectly well the only one is an improved walkway which could be achieved with very limited modifications to the present wall.

You assert that the main threat is from the cliffs, and not the sea on the stretch between East Cliff and Parson's Tunnel. It is worth noting that 5 years have passed since you blasted thousands of gallons of high pressure water at the cliffs, and that in that time the monitors which were installed on the cliff face have not recorded any significant movement. Rather than rushing ahead with an expensive, elaborate, damaging and ill-conceived scheme, we ask that you to take time out and pause before committing to any further action.

Yours in anger

It has taken me a great deal of time to try and put into words my absolute horror and despair at your proposals for the Teignmouth Seawall.

I have grown up in this town and I have witnessed many storms notably 2014 which was a storm I have never seen the likes of before or since.

Due to the weather conditions on that day, with an easterly wind and one of the highest tides of the year, the town as a whole was absolutely battered by the force of the waves with water pouring over, not only the railway line but the sea wall at the pier right down to the Ness.

The resulting waves and spray was pouring over on to the Den and the back beach, they were that fierce. The impact of that storm was devastating on the pier, promenade, roads, the collapse of the railway line at Dawlish and a land slip on the cliff near Holcombe.

It was, some would say, the storm of a lifetime due to many scenarios combining together the likes that hadn't been seen before in many, many decades and also hasn't been seen since and as so often happens there was an outcry of shock and horror, which I have no doubt wouldn't of been anywhere near as bad had train companies used trains that didn't stop when they got wet!

Therefore there were promises by the government to shore up the railway line.

However, imagine my disappointment when I see an absolute monstrosity, of gargantuan proportions, proposed for the Teignmouth/Holcombe side of the Parson's tunnels when actually there is a very strong argument that no such 'resilience' works of that level need doing at all since there has been no further landslides of that level since 2014.

Completely ignoring the fact that this was a very rare set of storms... yes the track was shut for a prolonged period of time that brought frustration to commuters however the 'orange army' worked tirelessly and it was reopened within 2 months. The cliffs at Teignmouth were cleared within a matter of weeks surely that reaction and resulting fixing is far better use of money (£35 million) for a once in a lifetime storm than what you are proposing hundreds of millions for just 100 years?

Having grown up in Teignmouth I have regularly seen the work that you do putting netting up on the cliffs and it has worked so successfully in the past I therefore am at a loss to understand why you suddenly feel that this is no longer satisfactory?

I visited your 'public consultation evenings' and found the model to be inherently inaccurate. It also did not truly represent the scale of the wall you are proposing to build since it had no clear model of where the current wall stood. It wasn't until the Teignmouth evening at The Pavilions where some rudimentary chalk lines had been drawn to indicate where Sprey Point currently is but to the consultation evenings prior to this.... the public were none the wiser.

I discussed with a few of your representatives about the proposals. Some I found agreeable and pleasant some however, [name redacted] your [title redacted] for instance, was rude, condescending and had absolutely no regard for us as a community at all. His language towards me was completely unprofessional, sexist and misogynist. 'speak to this lady in the simplest terms possible' was not appreciated or considered appropriate and you can view this as an official complaint. I would like to have written apology from [name redacted] along with assurances from you that this type of language towards a woman or to anyone else for that matter is not acceptable within your organisation.

Moving to your proposals -

Your rationale - Your rationale for the proposal is to ensure the railway line is to last for 100 years. Taking into account the 8 years it will take to build, by the time I am 80 it will have already passed half it's expected life time. I fail to see how you can justify spending this outlandish sum of money for something that is supposedly 'impregnable for just 100 years'.

When the money could be so much better spent at alternatives that are much more financially viable. That and the fact that Brunel's wall has stood for over 180 years makes your proposal pale into insignificance.

You say are doing this to secure the cliffs, that hasn't had a major fall since 2014, and as I mentioned above in the years prior or since. The netting and wooden barriers, that I believe are no longer there, worked perfectly well what has changed so dramatically in the last 5 years to make you suddenly think that what you've been doing is no longer good enough?

'To secure the railway line you need to move the wall away from the cliffs to guarantee rail travel for the next 100 years' but, whilst at the moment the sea is not the concern for you, how do you figure that by moving the wall further out to sea will keep it as such? To my mind by moving the wall out to sea, so significantly, means that you are putting the wall at even greater risk of failure than it currently is.

Appearance -

To say that the appearance of the wall could be described as a concrete leviathan is not doing it justice. The wall that currently stands, is made up of red sandstone in keeping with the local area. It is picturesque and has been the go to panorama for many GWR adverts. Whereas your proposal does not blend in with the local area and would instead be a monstrous blot on the coastal landscape.

Footprint -

I do not understand why on earth the footprint of the wall needs to be so enormous. Your argument for the cliffs being unstable do not stack up since there are cliffs closer to Teignmouth just as much at risk, according to your diagrams, as there is at the Holcombe end. However you can work around that with netting but you don't seem to think this applies further up despite the fact the cliffs are labelled in the same yellow colour coding.

The revetment extends the new proposed wall out even further and again I do not see how this is required since currently there is no such revetment anywhere along the sea wall and the wall is absolutely fine. Therefore if it was removed it would reduce the footprint significantly. Follow that by the fact that your 'new' proposed Sprey point goes along so much towards Holcombe obliterating over 1/4 of the beach at that end I don't see how this can be justified.

One member of your team explained to me that the revetment was needed in order to keep people safe that walk along the wall?? Over the last 180 years, has there been a significantly high level of incidents along this stretch that we're not aware of? The reason I ask is because from what I have experienced thousands of people walk and run up and down the length of the wall with little to no trouble and there's been no serious incidents besides someone driving a car along it but a bollard soon prevented that from happening again.

Heritage -

I find it incredibly peculiar and convenient that not long before you put in your proposals you

managed to get the iconic Brunel Seawall immune from protected status. Some of your representatives tried to argue that it's not Brunel's wall because it's been replaced so many times. I would suggest that this is not a viable argument for numerous reasons not least that the Clifton Suspension bridge has been repainted so many times in it's lifetime and fixed for repairs that it's not the same bridge yet it has protected status furthermore The House of Commons, that is having billions spent on it, is being updated with all sorts of bits replaced... does that mean it is no longer the Houses of Parliament and therefore has less importance or statues than it did before?!?

Environment -

Something that I don't feel that you have considered well enough is the significant impact on the environment as a whole and this in particular is where I have a serious issue.

Our planet, as we know it, is in a state of flux where we can either travel in the way we're going and destroy it or we can savour it and work with it's Natural resources in a sustainable way to try and protect it for millions of years to come. Yet you feel that pouring millions of tons of concrete onto a natural resource is justified.

In this current climate crisis where the world is heating up, significantly, you think that this is the way to fix it!? Building a wall using fossil fuel burning vehicles that release pollutants into the air, producing tons upon tons of concrete releasing further toxins into the air along with contaminating the sea and beach around it. This not just offends me it appalls me that you can consider this morally justified. Is there no one within your ranks that has any semblance of responsibility and consideration for the planet that we are all fortunate enough to live on!?

In addition, by removing so much of the beach and with the dramatic change to the cliffs you are proposing, the wildlife that inhabits these areas are placed at significant risk. Again, I seriously question your morality here that you feel at this time, where animals and wildlife are already under great pressure to survive with less habitats you can justify taking yet more of their natural world.

The U.K. has signed up to the Paris Climate Agreement, amongst other things means that we must work to actively reduce our carbon emissions and protect the environment. What you are proposing does neither of these things and therefore puts you in contravention of that agreement.

The contamination of the sea water from concrete, spillages etc is also a massive cause for concern not just for polluting the ocean as a whole but local sustainable fish stocks and mussel beds could be irreparably damaged as a result of your proposals resulting in the loss of habitats, sea life including fish and birds.

Cost and Feasibility -

None of your representatives were able to give me an approximation of how much this would all cost but I seriously question really whether the money is financially justified considering the many models and projections on the rise of sea levels in not 100 years but 50 years... Moving a wall that currently, withstands the ferocity of the sea seems nonsensical.

Furthermore the cost of doing this when there has surely got to be so many better options needs to be properly investigated. In just a matter of months you went from one design to another as a result of you deciding 'it's not as bad as we first thought' or 'we've made improvements' what's to say you haven't/can't think up something better in another couple of months. I for one do not feel at all convinced that you as an organisation have fully looked into all of the options open to you including

compulsory purchasing of land above the cliffs or rerouting an inland route for bad weather days surely these options would have far less of an impact on the environment and local area as a whole.

Implications to the local area -

I do not feel that you have fully considered or recognised the impact on the rest of the local area will be. Teignmouth Beach, as you know, like many beaches, has long shore drift and sand from Spray Point travels down to replenish the beach as it moves towards the point. By changing the coastline in such a dramatic way you will have a significant impact on the remainder of the beach, the extended wall is likely to result in scouring where it is currently meaning the beach will no longer be replenished and then what will happen!?!?

Currently you are unable to answer this since you have still not got an EIA, which I seriously just represents the contempt you hold for the environment and local area as a whole.

The sand itself acts as protection for the wall and by the wall moving out and the beach disappearing the wall will be much more vulnerable than it is currently.

The impact of 8 years worth of earth moving, tractors, lorries, workmen, vans etc etc on the local area as whole will be devastating. It would put tourists off coming for almost a decade resulting in a loss of livelihoods. Teignmouth as we know it would cease to exist and if and when the work is finally finished there is no guarantee they would return since the beach would not have the same attractive distinctiveness that it is known for.

Overall, your proposals are lacking in consideration for a whole multitude of reasons that put together combine to, in my mind, a meteoric error and I implore you to rethink your proposal. There is a better, more considerate, way to overcome the problems you feel there are, in a much more sympathetic way that wouldn't obliterate the coastline of the country along with contravening the responsibility you have as an organisation to protect the environment.

I look forward to your dramatic improvements in the coming months,

[Emails sent to SWRRP Account]

[1]

Comments on Network Rails proposals at Teignmouth Sea wall Parsons tunnel to East Cliff
My views.

As a long time resident I find the loss of beach unacceptable.

As a Civil Engineer I find the proposal to be crude engineering.

There are ways of keeping the railway at it's present position and these have not been properly explored.

There are several comments about deep seated cliff instability and I have sent a Freedom of Information requests to Network Rail asking for justification of these statements. The replies so far have been unsatisfactory. Your proposals are predicated on the statements about deep seated instability. Without this there are other possible solutions. It is my view that the materials forming the cliffs are not ones that would be vulnerable to rotational land slide and the rock is not likely to slide on planes within it due to the advantageous dip direction. What we have here is normal weathering of a steep slope.

There is a growing body of opinion that your main assumption is not demonstrable. In your replies to my Freedom of Information requests you have hidden behind the excuse of Draft documents when your proposals are based on an opinion you are not prepared to discuss or defend.

You have published documents classifying areas of cliffs by risk assessment. The length classed as high risk is only about 17 % . Furthermore there are long lengths where no protection exists at present and no sign of problems but still classed as medium risk.

The recent problems along this stretch of railway have been mud slides and there is a need to greatly improve drainage of the cliff. A lot of the cliff has good vegetation growth which suggests a stable face. The mud slide in 2104 started out relatively small and then, presumably to remove other at risk material, and because the railway was already closed due to the Dawlish collapse, the fire brigade followed by water canon from clay works used water to produce a larger slide.

Crude engineering. This is just build a wall and use nearly a million of tonnes of fill material.

The proposed schedule is to build the wall, back fill and then move the rail track. After this is done then do the filling and other measure to the cliffs.

I question whether filling against the cliff is necessary or will ever be done since there would now be room for the slips, of the type normal here, without affecting the railway. Generally it has been mud slides here and not of any great extent, nor producing any great quantity of material.

Peter Kay (Exeter-Newton Abbot a railway history) notes the position of the top of the cliff has not changed over many decades.

[2]

[This letter contained several diagrams to help explain his proposal]

Alternative suggestion for Protecting the railway between Parsons tunnel and East Cliff Teignmouth. I have previously suggested the use of, what have loosely been referred to as, rock shelters and then filling in a similar way to Network Rails proposal. I originally envisaged single line working for trains but have since suggested using a temporary works shield to allow precast sections to be placed over the railway and enclose it. This would produce a tunnel perhaps mostly open on the sea side. This would allow safe two way trains and once done follow up works on the cliff could be carried out with no effect on the railway. I have also discussed this with a railway engineer who thought it was feasible.

Since my first proposal I have carried out some calculations with considerable sloping fill above the

tunnel and the roof is easily designed to cope with this. However transverse loadings are high. I refer now to my 3 sketches.

No. 1 shows a typical rock shelter. This is built against the rock or cliff and hence has negligible transverse loads. Also the top might normally sloped to shed any fallen material.

No's 2 and 3 represent the situations along this section of railway.

In No. 2 I have shown rock anchors to resist horizontal movement but the loads on the side wall in the event of a land slide would be high. These transverse forces would not occur if the filling was homogeneous, i.e. weak concrete or other stabilised materials. Vertical support would be from mini piles.

No. 3 is where there is more room between the railway and the cliff or slope. There is certainly a section near the old lime kiln like this. Here the filling behind the side wall could be designed as reinforced earth to alleviate transverse loads on the wall. Anchorage for the reinforced earth could be built into the side of the precast units.

I think there are few if any sections where No. 1 could be used, perhaps near East cliff, but variations of No's 1 and 2 fit everywhere else. The side towards the sea could be enclosed to below window level of trains. This would provide significant extra protection to the lines and trains from sea spray.

The treatment of this face would need to be decided to be sympathetic to the existing sea wall.

I am sure an attractive appearance could be produced for a partially open sided structure on the existing alignment. Also once completed the top of this closed over section could be developed for leisure use.

Recreational use above the tunnel.

If cliff face netting and a protective fence were provided, near the cliff as at present, the top of the tunnel could be made available for recreational use. Ramp access is possible at both ends. The risk to users would be no different than the present risk to the railway. Generally slides have been of very limited extent. Also any slides would no longer affect the railway.

I recognised you say you have considered something similar before I suggest you have not considered a temporary shield to allow construction without affecting the railway.

Benefits of this proposal.

Sea wall and beach would remain as at present.

Walk way on existing wall remains and may be wider.

Much smaller amount of materials required.

Habitats largely unaffected.

Increase recreational opportunities.

Could form part of the cycle network.

These are 2 cross sections I measured with a laser measure and represent the variation in cross section I observed along the track. From your CBU's I have found that generally the slope angle is 50 degrees from the horizontal.

Below are photos of a gantry across this line and the 2012 mud slide.

A shield could be of similar shape as would be the tunnel have hatched to the left to show that by filling in beside the tunnel there would be extra space between it and the slope. Typical slides here are as included photo of 2012 slide. Yes it makes a mess but would no longer affect the railway.

There is room on each side to install mini piles for support and to form a plinth for the precast sections.

I have experience of Saxton Drillers and I Quote from their brochure.

Mini PILING. With our comprehensive range of mini piling equipment and techniques Saxton Drilling can gain access to the most restricted sites and install a range of mini pile types and diameters tailor made for your foundation requirement. Mini piles can and have been installed through existing masonry walls and abutments. The shield could be based on a boat lift style of machine. It could be designed to support working equipment and clad to protect the railway. There is room each side for a small excavator and mini piling equipment.

The basis of the shield could be similar to a boat lift and if it was 15 metres long and enclosed it would allow work on a 10 metre length. The length of shield would determine the rate of progress.

Precast Tunnel sections.

These would be built elsewhere and could be transported by sea. I suggest they would be 5 metres long and would weigh around 130 tonnes. The seaward side would have a window width of 3 metres and this would start about 2 metres above the track level to provide protection of trains from sea spray.

Construction sequence.

Start at Smugglers Lane end as there can be access from the sea and the lane. Access from the sea could be a jack up platform as used in the repair of the sea wall at Dawlish.

There would have to be a line possession but this could be at the same time as that required to build the Rock shelter at the portal to Parsons tunnel. This would allow site clearance, preparations for the ground along which the shield would move and then installation of the shield.

Mini piling and rock anchors would be installed and a base plinth formed with the railway protected by the shield.

A possession would then be required to prepare the ground so the shield can move and perhaps 2 sections placed.

Connection between rock anchors and tunnel section would be made filling work could follow.

Also any work on the slope such as netting or nailing could progress without affecting the railway.

My original proposal now on Save The Beach Teignmouth web site.

This envisioned single line work with points at each end with Traffic light type signals

I would welcome the opportunity to discuss this with you.

As a resident of Teignmouth I am deeply disturbed by your proposal to cover our beach in 200,000 tons of concrete in the name of preserving the railway line between Parsons tunnel and Teignmouth. There have only been 2 cliff falls in the last 170 years and the most threatening part of the 1.7 km stretch is up by the tunnel itself and not Sprey point where the newly proposed line will curve out to. When we performed the human chain exercise last Saturday it was shocking to witness how little beach would be left if your proposal is carried out.

The eight years of turning the area into a building site will have so many detrimental effects I cannot even list them. The environmental report that was promised has not been produced in time for the Consultations and only now are people waking up to the reality of what your current proposal will actually mean. Amongst everything else our property will be devalued because that stretch of beach is the best asset Teignmouth has.

Please reconsider and come up with a more sensible, less drastic and probably less expensive proposal like building a shelter at the Parsons tunnel end. I've heard all this stuff about the cliff falling inward on itself and pushing the track up but not every engineer believes that will actually happen. If it's not broken, why fix it and end up with all sorts of complications that weren't foreseen by the enormity of your intention.

I should like to object strongly to the Network Rail proposals for modifications to the railway at Holcombe beach and Teignmouth.

Firstly, the economic case for your proposed modifications is extremely poor.

The proposals, in effect option 2, in your original Summer 2014 Route Resilience Study were envisaged to cost between £398m to £659m although no figures were given at the recent presentations. The cost of doing nothing but maintaining the existing railway was estimated by you to be 0.8m per year plus £5m every 5 years equivalent to £1m per year (Option1). Option 1 is equivalent to spending 1.8m per year to maintain the existing railway. The return on investment of undertaking the modifications to the railway at Holcombe beach and Teignmouth would therefore be £1.8m savings per year divided by the cost of the project of £398m or £659m (Network Rail figures). This would give a return on the investment of 0.5 % or 0.26 % per annum depending on which cost of project is used. I have worked in engineering companies for 40 years and these rate of returns on projects would be totally unacceptable for any commercial company spending their own money. These figures assume that a cliff slide occurs every 5 years and it is now 6 years since the last cliff slide in 2014. Examination of previous incidents (listed in your report) suggest that cliff falls occur much less frequently than 5 years and are probably less than every 20 years for an incident affecting the track. The work that has already been done on the cliff face by Network Rail is likely to make the occurrence of cliff slides less frequent and the financial case even more unfavourable. In your Summer 2014 report there was a table giving the time the railway was closed following incidents. Typically, the closure time was 3 days. If a cliff fall can be cleared up in 3 days following incidents every 20 years or more then the effect on the economy and the cost of buses between Exeter and Newton Abbot would be small and acceptable. The case for doing nothing, Option 1 is therefore extremely strong at the present time.

Secondly I am concerned that you are underestimating the extent of overtopping of the sea wall during storms. In 2014 when the storm and winds were coming from the south/south west the waves were impacting a third to half way up the cliff at high tide. Increasing the sea wall by 2.5m would have little effect on the height of these waves which would have been at least 20m high after impacting the wall. The high winds would then blow the wave over the train and against the cliff. Train services would still have to be halted during these type of storms especially as the train line would be further out to sea. Electrification of the line would still be impossible after your proposed modifications meaning that Devon and Cornwall would continue to be served by diesel trains whilst cars become electric. The only certain way to stop these high waves would be to build a breakwater at sea possibly from Spey Point in each direction. The cost of this would probably be less than your current proposals using ballpark figures from the internet although more exact figures could be obtained from the breakwater at Brixham Marina.

The contribution of waves overtopping the sea wall and splashing on the cliff face, to cliff collapse is uncertain. It is highly likely that this caused the cliff collapse in 2014. It is surprising that there have been no cliff collapses over the last four months when rainfall has been well above average.

I hope these comments are useful to you when making your decision.

I write as one among many who use the beach at Teignmouth and because of this I also patronise local businesses in the town.

I have been to the consultations about Network Rail's proposals to ruin the beach and also the historic Brunel wall and important marine ecology spot at Sprey Point. I cannot even believe such a brutal scheme, that would remove Teignmouth's main attraction and do unknown damage to adjacent beaches, was even mooted. I wrote to the Environment Agency and they are clearly not happy with the scheme.

I gather all this destruction is merely to shore up cliffs that have been stable since 2014 and could be need etc for the next 30-40 years. Planning for 100 years is clearly ludicrous given the speed of the climate emergency - as is the idea of moving the line further into the sea!

I do hope you will reconsider, given the stress already caused to the welfare of all those who use the beach and the environmental damage that will be caused - to the detriment of the town - when there are many possible alternatives.

Thank you

I am writing to you regarding the above project to implore you to use your position to influence a change to the current proposals at set-out by your organisation. There is no doubt that the railway is a vital transport link and one that must be preserved but not at such a great cost - there are alternative solutions that could be implemented which would secure the viability of the railway and the environment. It is wholly ill-conceived to believe that this plan will not have an affect on the vital tourism which maintains Teignmouth as a vibrant town.

Furthermore, I do not believe that the public consultation process is seeking genuine engagement but rather trying to railroad through a plan that serves Network Rail's interests more than the people and environment it will affect.

I have enclosed the letter I have recently sent to Grant Shapps, Secretary of State for Transport which highlights the issues with Network Rail's current plan.

[Attached Letter]

RE: Network Rail Parson's Tunnel to Teignmouth Resilience Project

Dear Grant,

I am writing to you regarding the Network Rail resilience work being planned in the South West, namely the Parson's Tunnel to Teignmouth project, to seek the Government's support in reviewing and amending the current plans which, if continue as designed, will decimate the town of Teignmouth.

I understand that the Government has pledged to improve the rail connections to the South West and this line which runs along the coast from Dawlish to Teignmouth of course is a vital link that must be preserved. However, an alternative solution must be found in order to protect the precious and invaluable landscape as well as secure a viable future for the railway.

Network Rail has failed in their duty to fully investigate or share any evidence on the impact their current proposals will have, nor share any details about alternative solutions which could be explored. As you will see from the enclosed drawings (See Appendix 1), Network Rail's plan is to concrete over approximately 1.8km of beach and coast with a 50m wide concrete block. The initial artist impression shows a truly shocking runway-like structure. This plan is immoral and irresponsible.

I strongly object to Network Rail's proposal on the following basis:

- Protecting the marine habitat and biodiversity The adjacent offshore area is an important mariculture area and provides a host of habitats for a wide array of species including fish, especially spawning and nursery grounds. There is a high probability that the scheme will impact on nearby rare or endangered species, including sea horses, pink sea fern and sea grasses. It will not be practical to mitigate against this loss once habitats have been destroyed. In particular, 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 are, I believe, protected under Schedule 5 of the Wildlife and Countryside Act 1981. Additionally, dolphins and other cetacea are known to pass by this region and any noise caused by the development and ongoing change in seabed shape and hydrography could have a negative effect on them.

Any loss of a species from an area will no doubt have wider effects on the whole local biodiversity and eco-system.

Network Rail has not undertaken, or has failed to provide, any assessment of this.

- Cliff stabilisation

Network Rail assert that the main threat is from the cliffs, and not the sea on the stretch between East Cliff and Parson's Tunnel. It is worth noting that 5 years have passed since Network Rail blasted thousands of gallons of high pressure water at the cliffs, and that in that time the monitors which were installed on the cliff face have not recorded any significant movement. Furthermore, the 2014 landslide followed years of reduced maintenance expenditure on the cliffs and sea wall. Drainage from properties at the top of the cliff must also be addressed as residents have spoken of springs rising at different points.

Network Rail has not undertaken, or has failed to provide, any assessment of this.

- Impact on hydrography and consequential loss of sand

The hydrography of the area will change and this will have consequences. In 1917, the community of Hallsands, approximately 30 miles west of Teignmouth, was lost to the sea as an unintended consequence of work to expand Plymouth Docks. More recently, nearby in Dawlish Warren the Environment Agency (EA) has admitted that their works to change the sea defences have failed and in fact made the situation worse, resulting in significant sand loss: tonnes of sand have washed away and seriously damaged the new defences, leaving one 20m section exposed to the elements. A spokesperson for EA admitted that the design was based on predictions which obviously were incorrect.

This current proposed scheme could cause erosion of the coast west of any development due to east-west coastal current which would see loss of sand along the whole stretch of Teignmouth beach, even impacting the estuary and Torbay. A complex natural cyclical pattern of sandbank build-up followed by removal currently exists offshore, and there is a high likelihood that this would be disrupted with major consequences for Teignmouth Port, if Teignmouth Beach is lost.

Network Rail has not undertaken, or has failed to provide, any assessment of this.

- Failure to address inclement weather grounding trains

The planned recurved wall construction shown on Network Rail's plan will not eliminate overtopping even in moderate sea conditions. Not all the water impacting on the walls during storms will be reflected as during these storms, large volumes of spray is thrown upwards above the wall crest and then blown onshore by the strong winds. Whilst the storm in 2014 was exceptional, overtopping at Teignmouth, where there is already a recurved wall construction, is not an uncommon event resulting in sand and pebbles being deposited on the promenade up to 10m from the crest of the sea wall. The proposed new vertical wall structures, could effectively treble the risk of a closure of the railway during storms. With the current trend in sea level rises and frequency of storms, the increased elevation of the proposed new rail track will serve very little purpose. Network Rail has not undertaken, or has failed to provide, any assessment of this.

- Negative impact on health and wellbeing

The benefits to mental and physical wellbeing from spending time in green space, bringing nature into everyday life and exercising are well documented and evidenced. The benefits of "blue space" – the sea and coastline, but also rivers, lakes, canals, waterfalls, even fountains – are less well publicised, yet the science has been consistent for at least a decade: being by water is good for body and mind. With mental health and the NHS under constant pressure, surely national and local policy should dictate that we preserve what we have for this reason alone.

Proximity to water – especially the sea – is associated with many positive measures of physical and mental wellbeing, from higher levels of vitamin D to better social relations.

The benefits of marine environments for our wellbeing are tied to the health of those environments, and conservation efforts need to factor in the "natural capital" of blue space in supporting our wellbeing.

The stretch of coast under threat from National Rail's proposal is well used all year round. Although the plan does include a walk and cycle way, one can see from the drawings (See Appendix 2, fig. 7)

that there will be such a limited, caged and artificial, view that none of the benefits as outlined above could possibly be realised.

Network Rail has not undertaken, or has failed to provide, any assessment of this.

- Negative impact on tourism and Teignmouth's (and neighbouring towns/villages) economic future
Since 2010 tourism has been the fastest growing sector in the UK in employment terms. Britain is forecast to have a tourism industry worth over £257 billion by 2025. The Teignmouth economy revolves around tourism and without that income generation to the local area will no doubt have a negative impact. With its unique blend of coastal railway and beach/seaside amenities has meant that the town has fared ok, although is by no means unaffected by the retail and high street downturn. The current Network Rail proposals can in no way be seen as replacing the existing natural environment with anything remotely as good as what is currently available so that people and tourists would continue to choose to visit. If the potential sand loss further along the main beach comes to fruition too, then there would be no tourism industry in Teignmouth.

In addition, as mentioned above the area is an important mariculture which again contributes to the economy of the town. The consequences of the proposed works have not assessed any potential impact to this. The combination of loss to tourism and the economy would have a catastrophic effect, resulting in the death of yet another seaside town.

Network Rail has not undertaken, or has failed to provide, any assessment of this.

- Network Rail's own and political interests

Some of the reasoning cited by Network Rail for choosing this scheme is due the fact the works can be carried out with no disruption to service. As we are all aware, disruption to service results in Network Rail and the train operators incurring costs and penalties. The aftermath of the 2014 storms showed that people can find alternative transport whilst works, which shut the line for six weeks, were undertaken. If proper planning and advance notice is given to commuters, then other than the penalties incurred there is no reason why a different design scheme could not be pursued. Additionally, experienced engineers have come up with an option for the railway line to be put out to sea on a breakwater which would therefore mean alternative works could be carried out with no disruption to service as per Network Rail's current preferred solution.

Furthermore, I believe that the process being undertaken is deliberately undermining any genuine attempt of a lawful and legitimate consultation process. The first round of public consultation was held in July 2019, I like many other residents were not aware this was happening. A further consultation is due to take place later this month however, I have significant doubts over the legitimacy or our ability as concerned stakeholders to influence change:

1. There has been no or very little communication and promotion about the project and consultation to the population of Teignmouth.
2. The little information that has been proactively shared by Network Rail is very misleading and doesn't raise awareness to the environmental or economic cost (See Appendix 2)
3. An engagement report, following the consultation in July 2019, has not been published.
4. The public consultation events for the residents of Teignmouth are due to be held at a rural venue nearly three miles away from the town and not serviced by public transport. With a population of over 19,000, with 32 %* (Source: Devon County Council) of those being over 65 this is unacceptable and can only be seen as Network Rail choosing a site that is purposefully inaccessible. I understand that Network Rail has stated it will provide shuttle buses to the venue but the number and times have not been provided. No doubt this will deter many from attending.

Finally, over the past few years, Society has finally woken up to the damage and destruction we have caused to our finite resources and environment. We know that some of that damage is irreversible but there is still hope for future generations if we make the radical changes required. Unfortunately, many

decisions are still being made which put profit above people and our planet. Network Rail's plans are such an example. As my 10 year old daughter said when she heard of the plans "but we can't replace the beach". We certainly can't, once it is gone it is gone, and I fear that eventually Teignmouth will be gone too.

I urge you to take immediate action and request a review of the proposals. There must be an innovative or indeed tried and tested alternative which can provide the stabilisation required and keep the beauty of what makes Teignmouth a unique and popular destination for people to live and visit.

I would like to outline my objections to the proposed project.

However, I will start by saying that the continuation of this railway line is of paramount importance to the whole of the south west, and I wouldn't want anything to jeopardise that. I simply can't see that a plan which has huge implications for the environment of the whole area, not to mention cost, is necessary to protect this part of the railway line for the future.

In Dawlish, where the railway line ended up in the sea in 2014, it is indisputable that major work needs to be done. However, the work done in 2014 after the storms in Teignmouth, which I believe was seen to be temporary, has held up well for the last six years, and I am aghast along with many other residents and visitors at the destruction your revised plans will bring to this town. I don't believe the integrity of the cliffs produces a greater threat than the encroaching of the sea. I think the plans are misguided and in large part an attempt by Network Rail to avoid being fined for disrupting timetables, by building a new railway line out to sea and keeping the existing line open. The destruction that this will cause to the town and community is huge and will last for years.

Environment and Aesthetics - a historic sea wall that has stood the test of time is proposed to be destroyed. A beach that is well loved and well used will be mostly lost and replaced with ugly grey concrete. The marine environment will be devastated by this work being undertaken. With so much emphasis today on preserving the environment and cutting down on our carbon footprint, this plan goes against everything that we are being told to do by government and environmental groups.

Tourists will be put off by ongoing, polluting work to the rail line. Local businesses will suffer. Local residents will be adversely affected in many ways for the years of this proposed work. Our blue flag status will be compromised for years. There will be noise, dust and dirt, and there may be some employment benefit, but the impact on tourism could affect the town for many more years than this work takes to undertake.

Other options should be considered, which will be more cost effective and less destructive to this beautiful and historic piece of coastline. Suggestions have been put forward by others, which include an avalanche type shelter over the parts of the line most vulnerable to cliff fall, as well as further protection for the cliff. With regard to rising sea levels, the sea wall would need to be reinforced. The glass panel sea defence plan in Sidmouth might well be suitable to make both the footpath along with sea wall from Teignmouth to Holcombe more safe as well as stopping waves lapping over the line. There are many other suggestions. I do hope you will consider these seriously.

There should also be another consultation after the environmental impact assessment has been done and distributed.

Thank you

I am writing to register my strong objection to the current proposed works under the above project. Firstly, I must say that I am absolutely in favour of ensuring that the current rail route is maintained and made robust for the future. I therefore fully support Network Rail in that stated objective. However, the proposed solution must be changed. It would result in the permanent loss of a significant amount of the Teignmouth and Holcombe beaches. This is really an enormous proposition. The gravity and of burying permanently a truly delightful stretch of beach under concrete and rock must be kept in focus.

Such a thing should only be done in extremis and if no other option is available. I'm sure you would agree that such a threshold has not been reached here. We live in times where we do recognise the real value, on a number of levels, of such natural spaces. To know this, to read of some of the unnecessarily destructive projects of the past, and yet still choose to bury a part of our national coastline would be a terrible mistake.

Once gone, it really is gone forever and no amount of carefully landscaped walkways can come close to replacing it. I don't wish to personalise, but please, don't let one of your legacies be that you buried under hard stone one of the UK's precious beaches.

There follows from this the questions about whether other options have been sufficiently well considered, the extent to which cost is trumping amenity in the assessment of those alternatives; and the unknown effects of removing such a large section of beach both economically on the area and in terms of sediment movements that could impact further down the coast including Teignmouth itself. All of these are very serious concerns. But at heart they rest on an appeal based on the unquantifiable value of such spaces to us, the local community, to those who visit and to the local ecology. You, your team, may well say, we have to measure amenity and other elusive values in some way. All I can say is that if the quotients and weightings are generating results where the proposed works are the answer, then the numbers, the model, and probably the underlying methodology are seriously flawed.

So, please, find the solution (because there is one, whether it be the offshore rail line, more tunnels, or something else) that strengthens our valuable railway without losing this unique and precious space.

I make my living solely off the mouth of the river Teign Fishing for sand eels if your work goes ahead I will be out of a job I employ local people in the summer catching and packing and blast freezing the fish we catch what are your plans for my and my family's future

I was born in 1946 in Teignmouth, my mother was born in Teignmouth and her Mother and Father were born in Teignmouth, I even have a photo of my Great Grandmother and Grandfather on Teignmouth beach so we have been here forever. Teignmouth means everything to me and the beach has always been the best part of it. I cannot believe that Network Rail are planning to ruin it.

When I was a little girl we went to St Michaels Church every Sunday, known as the church by the beach. When the service finished we would walk along the sea wall to Holcombe and back, we were not allowed to go on the beach on Sundays, or to run or play outside as it was Sunday but we still enjoyed the walk. Every other day we were on the beach, digging, searching for shells, exploring the rock pools, swimming, paddling and happy. I have 2 brothers, one of them, like me, still lives in Teignmouth and still enjoys the beach. My 4 children all have spent hours and hours enjoying the freedom and beauty of Teignmouth beach, 3 of them still live in Teignmouth, the other one comes to stay for holidays 2 times every year

I am very aware that I am writing to you at a time when you are terribly busy. However I am compelled as a matter of urgency to ensure that you have been informed of proposals put forward by Network Rail (NR) that if implemented will be devastating to the local businesses, residents and environment of Teignmouth and its neighbouring village Holcombe.

NR have run what seems to be in people's opinion a rather under-handed campaign to bulldoze through a scheme to re-align a section of the iconic railway line that runs along the coastline in a wonderfully special part of South Devon. This section of railway was built under the direction of the great Briton Isambard Kingdom Brunel and opened in May 1846. Up until 2014 when the line failed at Dawlish after an exceptionally bad storm there had only been 46 days when the Teignmouth section of line had been closed and a lot of this was due to little or no maintenance.

NR's latest plans are to move the line further to sea and by doing this they would build over most of the last remaining beach as well as IKB's 170 years old historic re-curve sea wall. In fact from half tide up all the remaining beach will be underwater. This will be so bad for this area and its people for so many reasons, one being that we are a tourist reliant region that in turn relies on its beaches.

Local residents and visitors alike have been campaigning and turning out in their hundreds and one gathering of three thousand to try and stop this environmental destruction but many are fearful that the might of the Network Rail PR machine will convince your government to enable the plans to be forced through the system and as result this important part of our lives will be taken forever.

Network Rail have said they would take eight years to complete the works. They will create a massive carbon footprint in producing eight hundred thousand of tonnes of concrete (the manufacture of one tonne of concrete produces approximately one tonne of carbon)! This is proposed even though senior engineers not working for NR have spoken out against these plans citing several alternative solutions any of which would be a lot less costly in time as well as money and give the necessary result to secure the line without the huge carbon production and damage to the environment.

NR appear to have given their consultation obligations some lip service at best but their representatives have appeared to be quite condescending and they certainly do not seem to care what happens to our glorious parts so long as they fulfil their objectives.

This area has an excellent MP in Anne-Marie Morris, a loyal Conservative base and history although we had a two term blip a decade ago. This may alter a little as the Lib Dems are very vocal in their opposition to the NR plans and have many people looking to them for help but I implore you Sir to work with these to impel NR to find an acceptable answer. NR would have by now spent many millions with their design consultants but that does not mean the designs produced so far have to be used. Sometimes a wrong design is necessary to identify a correct one. Maybe they could consult with other designers to those they are using at present to work towards an answer to suit the local people, the local economy, the local environment and to retain Brunel's historic structure for the next 150 years.

I object strongly to some parts of this proposal. There will be an unacceptable amount of loss and damage to the habitat, both on the seabed and the beautiful cliffs, including some rare and endangered species.

The loss of precious intertidal flora and fauna during these long lasting works has not been adequately taken account of, and the losses will impact on other species for which this bay area is an important breeding ground, or nursery area eg for mackerel shoals.

There will be a significant net reduction in biodiversity, with the threat that it may be a permanent loss, which is unacceptable to me and my family as Teignmouth residents.

Having been born and bred in Teignmouth and now a home owner in the town, I would like to take this opportunity to give my feedback on your proposed plans for the railway line.

Quite frankly I am appalled that the only proposal offered to the public looks to decimate so much of the beach. With such focus on environmental conservation these days I cannot believe a better option is not been offered where the beach, the wall and the railway line can all be adequately protected for now and the future. I simply cannot accept that the proposal you have offered is the best for the town, and the environment. To me it simply makes your life as simple as possible and is totally one dimensional.

From what I have read in the press and from all the information coming from NR I feel you have actively tried to bully people into believing this is the only option and I think this is an absolute disgrace. You seem happy to let people believe that if the current proposal is not accepted then the railway line will have to be closed cutting off Teignmouth and Dawlish, and this is done to gain support for your proposed destruction of large parts of Teignmouth and Smugglers beach. The destruction to the environment will be massive during and after construction, and this is not mentioned in your publicity.

To summarise, I am completely against your proposals and will campaign against them where ever possible. I think you should be totally ashamed for your actions so far and if this is the best you can do to solve the railway line security in the 21st century, then I can only assume you are incompetent.

As a Teignmouth/ Holcombe resident I strongly object to these plans. The beach here is a unique and beautiful asset, which has been enjoyed by many generations, and should be for many more. It is a key part of Teignmouth's tourism, and the main hub for a range of recreational activities. To lose it is unthinkable, and would cast shame on anybody with responsibility for allowing this scheme to go ahead as currently proposed.

I am a clinical psychologist that has retrained in nature based psychotherapy.

I know a lot about what makes us unhappy and what we need to be healthy and happy.

Over 15 years giving individual therapy to 100s of people has shown me it is a lot about relationships, relationships to our kin, community and nature.

We are at a turning point. The human impact of the environment has been devastating and the more we take from the earth the less chance we have of living a happy, healthy, connected life inline with nature.

Building on these beaches is not the answer and will lead to further destruction of nature at a time when we need, more than ever, to be spending time in nature and looking after it.

My name is [redacted], I am currently a resident of Torbay, Devon, but have grown up in Teignmouth, Devon.

I am quite horrified by the plans Network Rail have for the rail lines around Teignmouth. Our beautiful beaches and views have drawn people to us for many years, and part of the reason I am proud to call this little town "home". The train journey along the coast from Newton to Starcross is fantastic, and something I always recommend to people visiting this area. It's a breathtakingly beautiful journey. I always recommend a trip to Teignmouth for people on holiday, our small town has quite the charm to it, as well as just being a beautiful place.

Please, don't destroy something that is deeply treasured by so many people. We are proud of our home and our biggest priority should be conservation of land and our wildlife, not destroying it for profit or convenience. I believe a majority of people would agree that losing our beautiful train journey would be better than losing our beautiful views. It's our towns that make the iconic journey so beautiful, not the trains or train lines.

I believe a lot of people would stop using trains if these plans go ahead. As a small town, we probably won't make a dent in any profits, but we're not afraid to speak out and make holiday makers aware of the situation and what has happened. One of the reasons people return year after year is for our beautiful seaside. Please don't take one of life's purest and simplistic joys away from us.

Today I posted the comment below on Save Teignmouth Beach and Railway, which I thought I should share with yourselves and give some explanations as why I should take this view to meet NR's deadline for comment:

"So many descriptions of NR's resilience works mask their real intentions and meaning. Such wording presumably is to produce soft layman reading. Some are so risible to show NR's mistaken belief that most people could believe them and that we could all be so ignorant. High time to get honest!"

The following example points are taken from NR's A4 Public consultation document.

SPREY POINT

1.11.5 "The landward side footpath will not be classified as a public right of way for maintenance and cliff stability works". This shows very little belief in the future integrity of the soil buttressing and the path so we can expect it to be closed within a short time and never accessible again.

1.12.2 "Network Rail also plans to raise the height of the promenade in this area (Sprey Point) so that the parapet height is reduced to 0.9m, providing better visibility over the coastal defence (wall) for small children and people with reduced mobility". I'd suggest this actually means NR want a higher wall, but masks it with helping less able people.

MOBILISATION

2.2.2 "Establishing a compound...project offices, parking, and materials lay down areas..three locations..Teignmouth Docks, a site on Teignmouth Road and a site on Sprey Point". What is the actual location of each site? How much space is required in each? How many vehicles, and what vehicles? Where on Teignmouth Road?

2.2.4 “Concert batching plant: During construction sizeable quantities.. reduce overall carbon footprint, faster construction sequence...installed at Sprey Point”. Why do NR totally avoid quantifying these highly damaging materials issues and explain (in lay terms) each of the related environmental impact consequences?

COASTAL DEFENCE CONSTRUCTION

2.3.5 “This central revetment will be c.750m long (and >30m deep).. created by digging up from the seabed with a backhoe dredger...material used as part of core layer of material”. Immediately in front of Sprey Point the seabed is mostly durable bedrock. As this will not be removed in said manner how large an area will be dredged to obtain material. Additionally what the outside primary layer will consist of is not mentioned. Natural rock and interlocking concrete blocks have been randomly mentioned of by NR staff.

2.3.7 “Proposed new Seawall foundations will be required to enable laying the pre-cast concrete Seawall units.” No mention is made of the depth or mass of the foundations required or what is required on this sand beach.

2.3.20 “A retaining wall has been proposed for a section of railway to the south of Smugglers Bridge to raise the elevation of the combined amenity walkway/vehicular track. The increased elevation is required to increase the horizontal clearance to the cliff to achieve a full width walkway.” This is a badly written explanation to leave everyone guessing what this means and why.

2.3.21 “The existing water course outfall will be diverted via a 500mm diameter pipe..to outfall onto the foreshore.” A totally ugly replacement for Brunel’s beautiful arched granite bridge.

2.3.24 “The area beneath the bridge (that will no longer be visible?)... will be excavated and attenuation tanks installed...to allow rainwater and any seawater that overtops the Seawall to be collected and drained back to the foreshore.” Not only is the proposal and everything associated with this part grossly uglier than Brunel’s bridge, it means storage tanks (size unknown) to cope with two natural water problems the existing design deals with simple efficiency, quality and style.

RAIL SYSTEMS

2.4.2 “... At this point it will be possible to reopen the South West Coast Path.” Yes, closed for 8 years!

AMENITY WORKS

2.6.1 “A fibre-reinforced plastic (FRP) footbridge...” The material choice and the design are totally unsympathetic to this location.

CYCLE PATH (NOT INCLUDED IN THE DOCUMENT)

No details about the proposed cycle track and I certainly haven’t heard why it was not included in NR’s document. I have though had detailed conversations at the two Teignmouth Golf club public consultations and email communication with [name redacted]. However, I am not happy with unclear explanations that were given back to myself. NR have apparently listened to pedestrians saying they don’t want to share a path even though the proposed path is wider and in some places massively wider than the existing foot path. The advice that the cycle track is to be moved up onto the cliff top notwithstanding that this involves compulsory purchase of residential properties, it’s far less unappealing and less safe and a huge missed opportunity in recreational and health grounds.

I would like to add my support to include a shared pedestrian/cycle path between Dawlish and Teignmouth on the proposed enhanced flood defence scheme to the railway.

Whilst a shared path is not ideal, the hills and roads between Dawlish and Teignmouth are really not friendly for cyclists. Have you tried cycling this section before? A route along the coast is the best solution and will be successful in the same way as the rest of the Exe Estuary trail.

We need to encourage more people to be active. Please don't penalise and segregate the many courteous and respectful riders of all ages.

I attended the public consultation session held at the Manor House Dawlish last week and found it interesting to see the model of the proposed scheme and to talk to a Network official. I also saw the "human chain" protest on the beach the next day.

Although I think it's very important to keep a safe rail route through Teignmouth and Dawlish, especially with climate change being forefront in all our minds, there are a couple of points I wish to make.

1. Comparing the model and the line drawn up by the "human chain", there seems to be disparity with the amount of beach being used for the scheme around Sprey Point. Which is correct?
2. The iconic "Teignmouth" sign is very important to local people and visitors alike. I really think it should be put on the outer part of Sprey Point as it is not accessible where you are proposing to erect it and people love to be able to walk around it and take photos of it. Also it might be nice to include in it's fabric some of Isambard Brunel's original stonework, with perhaps a plaque commemorating his work on the railway as this really did put Teignmouth and Dawlish on the tourist map.

Having initially given my support for the project I wish to retract that email as I have been made aware of further issues that give me cause for concern. I also have additional ideas for the development.

First, I wish to stress that it is vital that this part of the rail network is made sustainable and IF (only if) the plan put forward as part of the second consultation is 'the only option' then I welcome the improvement to access and consideration of a circular footpath. I think more could be done to improve access such as a sloped path at Sprey Point (Teignmouth side), disabled parking bays at Parson's Tunnel end, and consideration to children being able to use bikes/trikes when out with family. On the issue of cycling, I would prefer a shared/multi-use path (with 'share with care' signage and rumble strip speed control in places), but if this is not practical (for very good/proportionate reasons) then some space for people to lock their bikes at either end.

However, I am concerned to hear that the project will take 8 years to complete and will mean that access to that whole area will be lost during that time. I am also concerned about the amount of beach that will be lost and the loss of heritage (the Brunel wall) and poor aesthetic nature of the construction. I question if this is the best option and whether it is proportionate?

I also want to comment on the lack of transparency in your planning and consultation website. I would like to see, clearly laid out:

A visual diagram showing 'from' and 'to' of the entire construction (including tide marks) to show exactly how much beach is being lost in the various plans put forward (original, first stage, second stage etc) including what is being gained in terms of footpath/viewing platforms.

A thorough options appraisal which considers all the options presented by NR (including those 'ruled out') and also members of the public; the options appraisal should consider environmental, disability access, access - general (including scale), heritage/aesthetic, cost, duration/works (including access, noise, pollution) impacts.

NR's rationale for rejecting or changing its plans. For example, why has the option of cycling been removed? What concerns were raised by the public over this and were these rational and reasonable? Did you consider alternatives such as a divided path, separate cycle route, path widening, signage? I think NR should better consider how it can integrate the original Brunel wall into the design - for example, using the brick work in part of the construction.

A large statue of Brunel at Sprey Point or Parson's Tunnel would be a wonderful tribute to this fantastic railway.

I have already commented but just thought I would make an additional observation.

As retired geography / geomorphology teacher it seems part of the issue is that the two sets of physical activity have become separated by the railway line and the sea wall.

If these were reunited it might overcome some of the issues relating to the "Save Teignmouth Beach Campaign" and the wasting of the beach.

The "Cliff Set" has become separated from the "Beach Set". The "Cliff Set", with its subaerial erosion is potential dumping material on the railway that would be better directed straight to the beach. The "Beach Set" is undergoing attrition due to the lack of new material from the "Cliff Set" reaching the beach due to the sea wall.

If the new railway was to be built on piers or stilts in front of the present alignment the two sets of geomorphic activity could be reunited, with the output from the cliffs passing under the railway onto the beach.

This would require less work grading the cliff, which could be left to get on with its 'own thing' and would provide a continuous supply of material into the beach which should over time enhance its volume and extent.

Further information in here, especially at E2 and LT3
https://www.scopac.org.uk/scopac_sedimentdb/hphol/hphol.htm

Comments/observations on your proposals outlined at the Public Consultation in February 2020

1. Incorporation of a minimum of 4Nr flights of steps through the revetment facing onto the sea for access to the beach (Reason: To offset loss of existing wide ramped accesses)
2. Incorporation of horizontal platforms for fishing off above steps (Reason: To offset loss of amenity where both ramps removed at Sprey Point)
3. Incorporation of inset seating along the new higher landward path (Reason: Leisure and safety)
4. Incorporation of barriers at start/end of paths to prevent the use by cyclists (Reason: To replace existing/health and safety)
5. Final selection of all hard and soft materials to be put forward as a further public consultation before incorporation into the works (Reason: Aesthetic design)

I understand that Network Rail are planning to take the proposed shared cycle route out of the planning application for the railway line between Dawlish and Teignmouth. Whilst a shared path is maybe not ideal for everyone, the hills and roads between Dawlish and Teignmouth are really not friendly for cyclists. A route along the coast is the best solution and will be successful in the same way as the mainly shared path of the Exe Estuary trail. I therefore ask that the shared cycle path please be retained in the plans.

I've heard that you may be considering dropping the Teignmouth-Dawlish proposed shared cycle route. I hope that's not true, but if it is true then please add my voice to those calling for this proposed new cycling facility to be retained. First it would greatly enhance cycle safety, bringing a much better alternative to the A-road as the only feasible cycling route currently linking these two towns. Second it would bring economic benefit to both Teignmouth and Dawlish, with additional visitors. Third, it would benefit Network Rail and the train operators, with some casual cyclists choosing to make this a one-way trip, with a return by train.

I was excited to hear in 2019 that the Dawlish to Teignmouth Rail Resilience engineering proposals from Dawlish to Teignmouth included proposals for a walking and cycling route from Teignmouth to Smugglers Tunnel. This is a great idea and would be a great addition to the local trail network.

I understand that the proposals have since been changed with a narrower path that is walking only. I urge you to reconsider and go back to your original proposals for a walking and cycling route. A number of reasons;

1) Devon has one of the most extensive walking and cycling trail networks of any county being a fantastic asset for residents and visitors. The majority of these trails are shared used with the county only dealing with a handful of complaints about sharing each year. Devon County Council developed specific 'share this space signing' (see attached which I'm sure they'd be happy to share / adapt and make available and a webpage here - <https://www.traveldevon.info/cycle/safe-cycling/share-this-space/>

2) My concern is that people will cycle along the route anyway as the inland alternative being proposed is less attractive, hillier and from the plans I've seen involves some sub standard width sections past properties on a busy road. You would therefore effectively be creating the conflict by delivering a narrower path that would be attractive to cycling but not allowed.

3) Adapted cycles and wheelchairs would also benefit from a wider facility and be able to go along the facility to the cafe at the bottom of Smugglers Tunnel.

4) As I mentioned in point 2. The alternative inland proposal is hillier and less attractive with some specific challenges. I know the sea wall proposal only gets you as far as Smugglers Tunnel but that nice short ride to the cafe may be enough for some. The path up from Smugglers Tunnel is steep but a short push of the bike up the hill to reconnect with the route would still be preferable to the alternative.

I hope these comments are helpful and urge you to reconsider the proposal and reintroduce the Cycling aspect of the scheme.

[follow up from previous respondent]

Thanks for your response

I failed to mention my background as a transport planner [personal information redacted].

Devon has hundreds of miles of great case studies with millions of annual trips on trails shared by

pedestrians, cyclists, dog walkers and elderly people share paths. I agree this isn't ideal but through careful and considerate design working with the County's experienced engineers this would be perfectly feasible.

I'd be interested to see the nature of your questions, when events were held and any breakdown of respondents. As with any consultation, I'm sure you appreciate it is important to ensure that this is representative of the views of all potential user groups.

I've seen the plans for the alternative and ridden the route and yes this is feasible but the topography will still be challenging for the less active / committed. From my perspective this isn't a this option or that option but a this option and that option.

Please ensure that cycling access is retained and improved along the sea wall between Dawlish Warren and Teignmouth. This is a vital level traffic-free link for people wanting to enjoy the coast for leisure or travel.

Not only does cycling access boost the local economy and help people make safe, healthy travel choices but people who cycle frequently use the train service as part of their journey - so helping your profits too.

[Emails to SWRRP Account]

[1]

Having read your pamphlet concerning the proposed works at Teignmouth I am concerned the footpath/ cycle-path along the route has been omitted. Natural communication alongside the rail track seems a logical piece of work at minimal cost. Initially the route simply needs firm grading. Please consider at this point of planning before it is too late.

[2]

Thank you for your reply and the comments made concerning walkers and cyclist on the same pathway. Most walkers and cyclists have had experience with joint use pathways such as the trail from Bovey Tracey to Newton Abbot, with the expected future extension to Teignmouth, the Tarka Trail, the Camel trail and the pathways from Exeter to Exmouth as well as Exeter to Dawlish. All have similar signage to warn users of the use by walkers and cyclists. The alternative at Teignmouth is a steep hill which cannot be tackled by all but the better cyclists. Surely any small alterations to the design would give easier access for both user types and tick the sustainable boxes by allowing safe cycling access without travelling long distances.

I trust the above comments can be included in the 'consultation feedback.

I attended your update presentation at the Newton Abbot council meeting yesterday and I have concerns that you are inadvertently or worse still, intentionally showing a photograph described as the 2014 landslip at Holcombe. The photograph you display is actually the engineers attempt to wash the cliff away into the sea. The attempt actually failed despite the many thousands of gallons of water used, but it does makes a great picture! The actual landslip is not on the photograph you display as it is alongside this area to the north, probably it was not so dramatic from a photographic perspective, but either way you need to be precise in your description. You may well have not been involved with the project from the beginning and have been misled yourself, but I request that you either relabel your photos or use photos of the landslip.

Furthermore, the artist impression drawing you show of the finished wall at Teignmouth shows a nice curved wall similar to that built by Brunel, whilst your model has a straight wall from east cliff to Sprey Point. Again the artist impression is very misleading as you are showing little changed from the current promenade / beach view, when in fact it will be a dramatic change. Also it would be more meaningful if the people and dogs are drawn in perspective with the wall. The people appear very, very tall and the wall very low, when in fact the reverse is true.

I do understand you are only doing your job, but it would be more meaningful if the facts are presented accurately and drawings / pictures are as representative as possible.