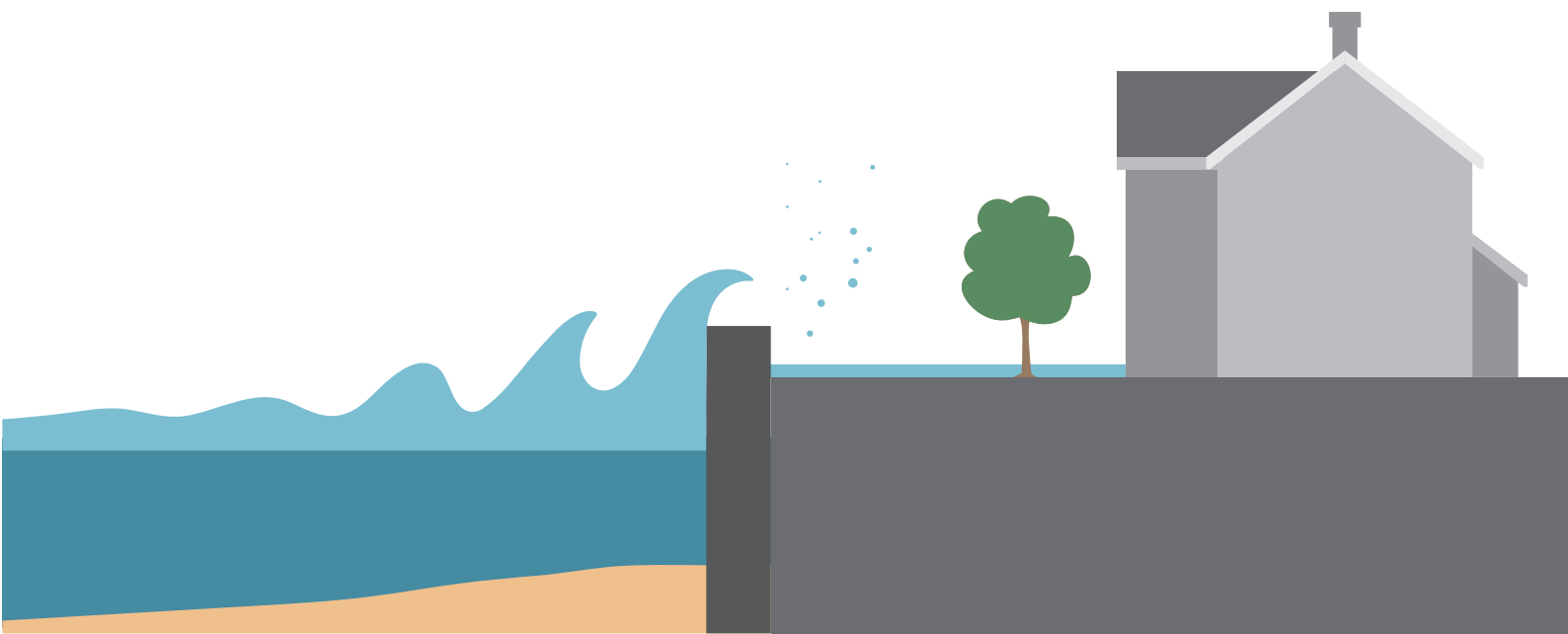


Jersey Shoreline Management Plan

January 2020

Communications Plan



AECOM



Quality information

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Table of Contents

1.	Introduction	1
1.1	Overview.....	1
1.2	SMP	1
1.3	Methodology	1
2.	Objectives	2
2.1	What do we want to achieve by working with others?.....	2
2.2	Why might others want to work with us?.....	3
2.3	What do we need to do to understand the needs and concerns of the community and others?	3
2.4	What can or can't be influenced with our work by the community and others?	3
2.5	What do we need to know about the context of the SMP?.....	4
2.6	Communications Plan Objectives	6
2.7	Consultation Objectives	6
2.8	Opportunities.....	6
2.9	Constraints.....	6
3.	Audience Insight	8
3.1	Identifying stakeholders	8
3.2	Stakeholder analysis	8
4.	Strategy	12
4.1	Key Messages	12
4.2	Communication Channels.....	13
5.	Implementation	14
6.	Evaluation	17
6.1	Public consultation	17
6.1.1	Consultation format	17
6.1.2	Engagement	18
6.1.3	Response to comments.....	18
	Appendix A Stakeholder list.....	19
	Appendix B Roadshow Attendance.....	23
	Appendix C Consultation Summary	27

Figures

Figure 2-1: Timeline of coastal management reports for Jersey	5
Figure 4-1: Levels of engagement	12
Figure 5-1: Key dates for development of the SMP	14

Tables

Table 2-1: Historic flooding reports.....	4
Table 3-1: Stakeholder analysis criteria.....	8
Table 3-2: SMP stakeholders.....	9
Table 4-1: Stakeholder engagement	12
Table 5-1: Engagement activities	15
Table 6-1: Evaluation of success criteria	17

1. Introduction

1.1 Overview

This document outlines the approach to engagement and communication for the Jersey **Shoreline Management Plan (SMP)**. In summary this document will cover the following points:

- Identification of stakeholders;
- The type and frequency of consultation required; and
- A record of consultation carried out.

This document is considered 'live' and will be updated throughout development of the SMP.

1.2 SMP

Jersey is located within an area of high tidal range and therefore is most at risk of flooding along the coast, during storm surges and high water spring tides. One of the key management concerns for the island is the changing exposure to coastal flood hazards at locations where there is high-density population and commercial activity. Combination events with multiple sources of flooding during storms are also a concern, along with localised erosion activity at the flanks of existing hard defence areas.

The SMP will be a high-level living document providing an island wide assessment of the risks associated with flooding from coastal and pluvial sources at the shoreline and coastal erosion. The purpose of the SMP is to identify and deliver policies for long-term adaptive sea defence planning in Jersey, which will also enable steps towards the delivery of the Island's Vision¹ in relation to climate change and rising sea level.

1.3 Methodology

The methodology adopted for the Communications Plan closely aligns with published CIRIA guidance² which outlines a framework comprised with several stages. These stages have been tailored for the SMP based on experience and other good practice from other organisations, such as the Environment Agency and are identified below.

Stage 1 – What do we want to do? Define the objectives, opportunities and challenges.

Stage 2 – Why do we want to engage?

Stage 3 – Who will we engage with? Identify stakeholders.

Stage 4 – How will we engage with them? Plan the engagement.

Stage 5 – Deliver the engagement.

Stage 6 – Monitor and evaluate.

The structure of the report follows the Government of Jersey OASIS (Objectives, Audience Insight, Strategy, Implementation and Scoring) template for communications planning.

¹ Future Jersey 2017-2037. Government of Jersey, 2017. Available at <https://shapingourfuture.gov.je/futurejersey/>.

² Communication and Engagement in Local Flood Risk Management (C751) & Communication and engagement techniques in local flood risk management, companion guide (C752). CIRIA, 2015. Available at https://www.ciria.org/Resources/Free_publications/c751.aspx.

2. Objectives

The aim of the SMP is to realise a proactive, climate resilient and sustainable approach to coastal management for Jersey. This will reduce risks to the community, environment and economy over three timeframes representing the management epochs: present-day (0-20 years), medium-term (20-50 years) and long-term (50-100 years).

To achieve the overarching aim the following objectives are set:

- To define the island wide risks from flooding and coastal erosion to the community, environment and economy;
- To address the feedback as part of the Future Jersey consultation that the public would like more information on what we're doing about climate change
- To clearly prioritise flood and coastal erosion risks in line with the delivery of the outcomes of the Future Jersey vision;
- To identify opportunities to maintain and improve Jersey's community, environment and economy through the management of these risks;
- To identify the preferred policies in terms of socio-economic and environmental impact for managing risk over the next century, taking into consideration the consequences of putting policy options into practice;
- To assess the level of resourcing required to implement the preferred policy option;
- To implement a procedure, via an Action Plan, that monitors the effectiveness of the chosen policies and any change within the natural and built environment influenced by, or of influence to, the policy (or schemes delivering the policy);
- To inform land use planning policy, which takes account of the risks and chosen policies, discouraging inappropriate new development in areas of high hazard exposure, now and in the future;
- To promote adaptive development in existing built-up areas;
- To ensure policy and management activities comply with island legislation and conservation requirements;
- To expose knowledge gaps in current understanding of flood and coastal erosion hazards and produce an action plan to address these gaps.
- To ensure that we comply with Jersey's international agreements
- To ensure that we protect Jersey's designated national park, RAMSAR site, SSIs and areas of special protection

In order to successfully achieve the SMP objectives, effective partnership working between Government of Jersey and stakeholders is essential. This will be done by communicating effectively with relevant stakeholders and ensuring continuous engagement throughout the programme.

There are two key desired outcomes of engagement activities for the SMP, which are:

- For Jersey to plan for, fund and schedule implementation of coastal resilience measures in response to changing climate conditions and sea level rise over the next 100 years; and,
- For the SMP to be adopted by the community.

2.1 What do we want to achieve by working with others?

By undertaking engagement and working with others as part of the SMP we want to achieve the following:

- To inform the wider community of the development of the SMP about coastal and inland flooding risks to Jersey;
- To allow Government of Jersey to explain how the SMP relates to wider plans proposed by them;
- To gain their specific personal / organisational views and ensuring their local knowledge of issues is reflected within the development of the SMP;
- To identify showstoppers, local issues and risks related to the SMP;

- To involve stakeholders in an implementation plan suitable for their community;
- To help us to understand their constraints and opportunities – what is or is not negotiable from their perspective;
- To be clear on what can and cannot be influenced by stakeholders;
- To minimise opposition to adoption and implementation of the SMP and encourage support of the outcomes;
- To understand continuing concerns and where possible to provide responses to them;
- To ensure compliance with legislation and policy;
- To identify the opportunity for multiple benefits;
- To identify opportunities for joint working across existing, planned and future initiatives and for identifying and realising environmental enhancement opportunities; and
- To increase transparency of decisions.

2.2 Why might others want to work with us?

There are several reasons why stakeholders may want to work with us, including:

- To understand the level of present and future flood and coastal erosion risk;
- To ensure their personal, community or organisational visions are taken into account during the development of the SMP;
- To learn what the Government of Jersey are doing to manage, or change how we are managing flood and coastal erosion risk across the Island;
- To seek reassurance that the necessary steps are being taken to protect their lives, homes and way of life;
- To find out the most effective way to engage with the SMP and to influence the project to include certain considerations or improvements to the preferred management options;
- To get answers to their specific concerns and understand how they might be affected;
- To identify opportunities for joint working;
- To be reassured that money is being spent wisely; and
- To ensure the outputs of the SMP satisfy needs and comply with legislation and policies.

2.3 What do we need to do to understand the needs and concerns of the community and others?

To understand the needs and concerns of the community we need to ensure that stakeholders have first, been identified and secondly, been consulted. This will ensure that any concerns have been identified and mitigated. Any policies and future schemes need the support from the community for it to be a success. This is usually easier to obtain if the community have been involved from the beginning of the project.

Initial consultation may identify other stakeholders, therefore, it is integral that the Communications Plan is seen as a live document and that it is updated and reviewed throughout the project.

2.4 What can or can't be influenced with our work by the community and others?

Can be influenced:

- The options choice (shortlist and preferred option);
- Multiple benefits, including recreation and environmental; and
- The outline design of priority schemes, including the standard of protection (SoP) i.e. the likelihood of coastal flooding occurring because the wall is overtopped by an event that is larger than designed for.

Cannot be influenced:

- Legal obligations of Government of Jersey;
- The approval processes for Government of Jersey; and
- The procurement of services (both consulting and contracting).

2.5 What do we need to know about the context of the SMP?

Historic flooding

Jersey has experienced historic flooding from tidal and pluvial sources and reports of historic flood events extend back to the 1960's. A summary of the reported historic flood events are provided in Table 2-1.

Table 2-1: Historic flooding reports

Date	Flood source	Details
3 January 2018	Tidal	Storm Eleanor causes tidal flooding which closes roads and increases water level within watercourses. A section of sea wall collapsed at St Helier. Victoria Avenue was closed while Gloucester Street and Five Mile Road also flooded. ³
27 November 2017	Pluvial	Torrential downpours cause flooding. Roads and properties flooded at Beaumont, several inches deep at the bottom of Beaumont Hill. Also flooding in St Peter, St Lawrence and Grands Vaux. ⁴
16 September 2017	Pluvial	Flash flooding in Jersey. Roads left underwater after torrential rain. St Ouen and St Peter badly affected, particularly St Peter's Valley. The road between St Ouen and St Peter was closed and roads below Greve de Lecq hill flooded. The area around St Ouen's Manor also flooded. ⁵
8 February 2016	Pluvial	Storm Imogen floods roads including Victoria Avenue. ⁶
12 June 2015	Pluvial	Roads flooding in response to heavy rainfall, some areas having over 28mm. ⁷
3 March 2014	Tidal	High tide (12m) and heavy wins combine to cause flooding. Rue Verte at L'Etacq severely damaged by the high tides. Victoria Avenue closed. ⁸
2 February 2014	Tidal	Tidal flooding associated with storms. Coastal roads flooded. ⁹
17 October 2012	Tidal	High tides cause flooding to various areas, including Beaumont. ¹⁰
8 March 2008	Tidal	Storm Johanna causes flooding. Water overtopped flood defences which were breached in four locations. Victoria Avenue was closed at First Tower. Roads flooded in St Aubin, La Haule, Beaumont and The Gunsite. The sea wall was damaged at West Park with flooding onto Victoria Avenue, West Park, Esplanade, Gloucester Street and Seaton Place. Houses and businesses in this area were also flooded. ^{11,12,13,14}
23 November 1984	Tidal	Severe storm noted for comparison with March 2008 event. Flooding in St Helier. ¹⁴
5 June 1983 21 May 1983	Pluvial	Two severe storms, both bringing over 50mm of rain in one hour in some places. Records show 43mm in one hour at Jersey Airport with a possible 25mm in six minutes. Flooding affected St Aubin, Greve de Lecq and St Peter's Valley. ¹⁵
27 February 1967	Tidal	Severe storm noted for comparison with March 2008 event. Flooding affected St Helier and was exacerbated by heavy rain. ¹⁴
October 1965 October 1964	Tidal	Severe storm noted for comparison with March 2008 event but no further information given. ¹⁴

³ <https://jerseyeveningpost.com/news/2018/01/03/jersey-suffers-coastal-flooding/>

⁴ <https://jerseyeveningpost.com/news/2017/11/27/jersey-hit-by-flooding/>

⁵ <https://jerseyeveningpost.com/news/2017/09/16/jersey-hit-by-flash-flooding/>

⁶ <https://www.bbc.co.uk/news/world-europe-jersey-35526934>

⁷ <https://jerseyeveningpost.com/news/2015/06/12/st-helier-home-struck-by-lightening-as-thunderstorm-and-heavy-rain-batter-the-island/>

⁸ <https://www.bbc.co.uk/news/world-europe-jersey-26390204>

⁹ <https://www.youtube.com/watch?v=tdO18kuP870>

¹⁰ <https://www.youtube.com/watch?v=vPIYf8u5iMs>

¹¹ <https://jerseyeveningpost.com/news/2018/01/02/jersey-facing-biggest-flooding-threat-since-the-storm-of-march-2008/>

¹² Jersey Future Hospital Flood Risk Assessment, ARUP, June 2017

¹³ <https://www.surgewatch.org/events/12/>

¹⁴ The exceptional tide, storm survey and damage on 10 March 2008, as of 1 May 2008. Frank Le Blancq and John Sears on, Jersey Meteorological Department, May 2008.

¹⁵ Severe Storms in Jersey, 31 May and 5 June 1983, David V Randon, Journal of Meteorology, Vol 8, No 84, 1983

Development of previous plans

Current understanding of the shoreline processes influencing Jersey and subsequent management practices have been developed by coastal studies commissioned by the Department for Infrastructure and reports by the States Departments. A summary of these are provided in Figure 2-1. In addition, the Government of Jersey’s Shoreline Climate Resilience Group (SCRG) commissioned the National Oceanography Centre (NOC) to produce Version 1 of the SMP¹⁶ to present current practices and guidance for development of the SMP. This report was completed in 2017.

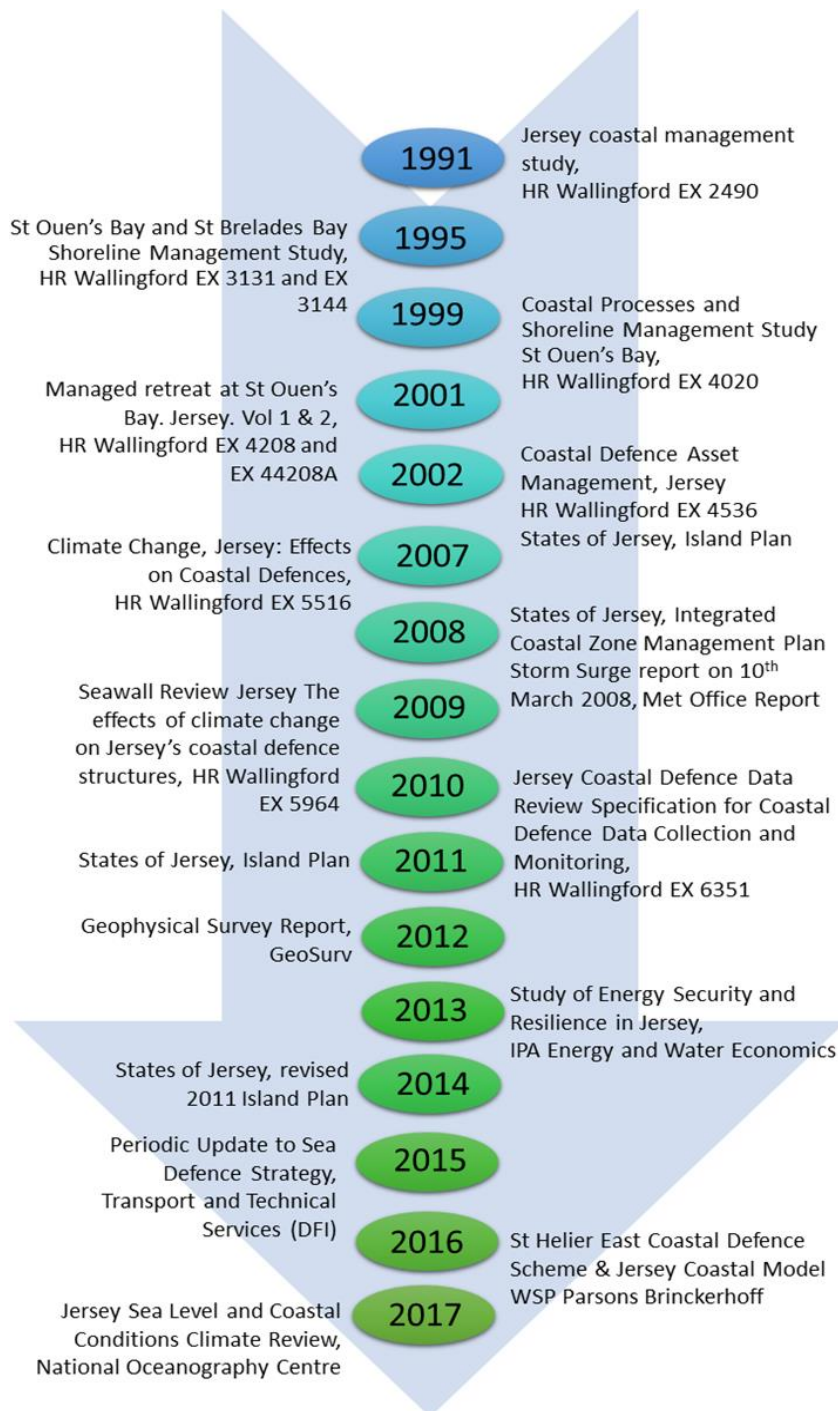


Figure 2-1: Timeline of coastal management reports for Jersey¹⁷

In addition, a maintenance and repair programme of the existing sea defences is delivered through the Shoreline Defence Strategy by the Department for Infrastructure (Government of Jersey) and the Jersey Meteorological

¹⁶ National Oceanography Centre, 2017. Jersey Shoreline Management Plan. Version 1: Current practices and development guidance. National Oceanography Centre, Research & Consultancy Report No. 61.

¹⁷ National Oceanography Centre, 2017. Literature review of current Jersey coastal management documents and UK strategies in support of a Climate Resilient Shoreline Management Plan. National Oceanography Centre, Research & Consultancy Report No. 60, 83pp.

Office (Jersey Met) provide a flood forecasting service for the Department for Infrastructure to assess sea defence performance.

Previous engagement activities

Government of Jersey previous engagement activities on flooding and coastal defences:

- Town and Country Planning Association (TCPA) event in 2015 – Future Proofing Jersey;
- Site specific consultation with affected communities e.g. Beaumont residents;
- SCRG meetings;
- Operation Pluvios – Emergency planning exercise on Grands Vaux flood event with over 100 stakeholders; and
- Water Plan development – discussions with agricultural businesses about sustainable drainage.

In addition, the Eco-Active team have an active communications stream on climate change (delivered through Facebook and Twitter).

2.6 Communications Plan Objectives

The aim of the Communications Plan is to set out the objectives, methods and forms of engagement to be undertaken, enabling the Government of Jersey to obtain the views of the local community, businesses and partner organisations. The main objectives of the Communications Plan are:

- To develop clear lines of communication between all stakeholders, allowing efficient, collaborative working practices and communication channels.
- To raise awareness and acceptance of the flood and coastal erosion risk.
- To outline how stakeholders can help shape the SMP.
- To minimise the likelihood of objections to policy outcomes and ensure policy acceptance.

2.7 Consultation Objectives

Where consultation activities are undertaken as part of development of the SMP the following objectives should be adhered to:

- Listen to the opinions and concerns expressed by other people. Consider whether any changes should be made to the proposal and take any feedback into account, addressing it in an open, transparent manner.
- Engage with organisations, teams within organisations and individuals to seek their opinions.
- Ensure feedback is adequately taken into account.
- Honour statutory commitments.

2.8 Opportunities

Jersey already has an established partnership and internal oversight group, the SCRG, who will steer development of the SMP. Utilising existing partnerships and groups throughout the Island would provide an opportunity to engage with target audiences through established networks and communication channels. This can enable an effective and efficient means of engagement, particularly for dissemination of information.

2.9 Constraints

Are there any boundaries or parameters that limit what can be done?

Potential constraints include:

- Government of Jersey staff resources
- Island Plan revision timetable

Are there any specific considerations from a corporate perspective that need to be borne in mind?

The SMP will help inform the development of land use planning and coastal zone management set out in other strategic policy documents such as the Island Plan (which will be reviewed and adopted anew in 2020/21) and the Integrated Coastal Zone Management Plan. The development of an integrated policy framework covering all these areas will involve a degree of iteration and community engagement that deals with the associated and inter-related implications of each.

The SMP will demonstrate Government of Jersey's commitment to strategic priorities (via Common Strategic Policy) and will inform the development of the Government Plan 2020-2023 and emergency planning documents, including business continuity planning and community and corporate risk registers.

3. Audience Insight

A stakeholder is defined as any individual, group or organisation that believes they could be affected by, interested in or could affect or influence the project or issue. Stakeholder is used as a neutral term for engagement planning because it is inclusive and generic, not implying or promising anything. It helps to avoid making assumptions about who matters as all the relevant parties are included within the term.

3.1 Identifying stakeholders

There are two broad categories of stakeholders, including: -

- Internal to Government of Jersey; and
- External to Government of Jersey.

The long list of stakeholders which identifies what we know about each group is provided in Appendix A. It should be noted that the list of stakeholders will change over time as development of the SMP progresses. The project team held a working meeting in October 2018 to review the draft Communications Plan to gain specific knowledge and expertise from the attendees. Following this meeting a stakeholder mapping exercise was undertaken by Government of Jersey to update the list of stakeholders and prioritise them.

3.2 Stakeholder analysis

A stakeholder analysis was conducted, where all stakeholders identified were scored to determine their relative importance regarding the SMP. The stakeholder classification scores were developed via an analysis that considers the perceived importance, interest and influence of each stakeholder related to the SMP. A number from 1-4 was assigned to each stakeholder within the three criteria; perceived importance, influence and interest, as summarised in Table 3-1.

Table 3-1: Stakeholder analysis criteria

Criteria	Sub-criteria	Score	Description
Perceived importance The perceived importance relates to the stakeholders' ability to make decisions regarding the SMP, irrespective of their legal influence. The perceived importance of a stakeholder can be categorised into sub-criteria as follows:	Statutory	4	Their views and opinions are considered fundamental to the delivery of the project outcomes.
	High	3	Their views and opinions are considered important to the delivery of the project outcomes.
	Medium	2	Should be kept informed with a view to understanding their opinions / concerns.
	Low	1	An external stakeholder with low requirement to satisfy concerns.
Influence The influence of a stakeholder relates to their legal influence over a project. The influence of a stakeholder can be categorised into sub-criteria as follows:	Very influential	4	Strong influence on the project.
	Influential	3	Can influence a decision making.
	Minimal influence	2	A small amount of influence on the project. Decisions will be considered.
	No influence	1	No influence on the project.
Interest The interest of a stakeholder relates to how interested AECOM requires the stakeholder to be with regards to the SMP. The interest of a stakeholder can be categorised as follows:	Very interested	4	Very interested in the SMP and directly impacted.
	Interested	3	Fairly interested in the SMP and may be impacted.
	Minimal interest	2	Some interest in the SMP.
	No interest	1	No interest in the SMP and not directly impacted.

The stakeholder groups are presented in Table 3-2.

Table 3-2: SMP stakeholders

ID	Stakeholder Group	Stakeholder Sub Group
1	Government of Jersey	Coastal Defence, Environmental Policy
2	Government of Jersey	internal SCRG members - Marine Resources
3	Government of Jersey	internal SCRG members - Infrastructure - liquid waste
4	Government of Jersey	internal SCRG members - Infrastructure - drainage
5	Government of Jersey	internal SCRG members - Emergency planning
6	Government of Jersey	internal SCRG members - Met office
7	Government of Jersey	internal SCRG members - Planning policy & historic
8	Government of Jersey	internal SCRG members - Enterprise risk
9	Government of Jersey	internal SCRG members - Communications
10	Government of Jersey	Ministers & Assistant Ministers for Environment & Infrastructure
11	Business	Ports of Jersey - external SCRG member
12	Media	JEP, BBC, ITV, Bailiwick, Channel 103, other social media sites
13	Utilities	Jersey Water
14	Statutory	Parish of St. Brelade
15	Statutory	Parish of St. Clement
16	Statutory	Parish of Grouville
17	Statutory	Parish of St. Helier
18	Statutory	Parish of St. Peter
19	Statutory	Parish of St. Saviour
20	Statutory	Parish of St. Ouen
21	Statutory	Parish of St. John
22	Statutory	Parish of St. Lawrence
23	Statutory	Parish of St. Martin
24	Statutory	Parish of St. Mary
25	Statutory	Parish of Trinity
26	Third sector	Jersey Heritage
27	Third sector	National Trust Jersey
28	Government of Jersey	States Members
29	Government of Jersey	Scrutiny panel
30	Government of Jersey	Environmental protection & water resources
31	Government of Jersey	Infrastructure - operations & transport
32	Government of Jersey	Development control
33	Government of Jersey	Building control
34	Government of Jersey	Natural environment
35	Government of Jersey	Economic development
36	Government of Jersey	Property holdings
37	Government of Jersey	Fire Service
38	Government of Jersey	Police Service
39	Government of Jersey	Eco-Active
40	Government of Jersey	Treasury and resources
41	Community	Havre des Pas Improvement Group
42	Community	St. Brelade's Bay Residents Association
43	Business	Channel Islands Insurance Corporation
44	Business	Islands Insurance

ID	Stakeholder Group	Stakeholder Sub Group
45	Business	Jersey Mutual
46	Third Sector	Jersey Climate Action Network (JCAN)
47	Third Sector	Jersey in Transition
48	Third Sector	Save our Shoreline
49	Third Sector	Marine Conservation Society
50	Third Sector	The Earth Project Jersey
51	Third Sector	Good Jersey Life
52	Third Sector	Plastic Free Jersey
53	Third Sector	Société Jersiaise
54	Utilities	Jersey Electricity PLC
55	Utilities	Jersey Gas
56	Utilities	Jersey Telecom
57	Utilities	Rubis (CIFuel supplies)
58	Utilities	PDJ fuels Ltd
59	Interest Group	Jersey Energy Forum
60	Business	Jersey Energy
61	Business Group	Jersey Business
62	Business Group	Jersey Hospitality Association
63	Interest Group	Biodiversity Partnership
64	Public	Local residents and public (affected)
65	Business	Local businesses (affected)
66	Government	Local schools (affected)
67	Business Group	Channel Islands Group of Professional Engineers
68	Interested individuals	People who have registered interest
69	Third Sector	Royal Jersey Agricultural and Horticultural Society (RJAHS)
70	Third Sector	Visit Jersey
71	Third Sector	Association of Jersey Charities
72	Business	Jersey Development Company (JDC)
73	Third sector	Occupation Society
74	Business	Andium Homes
75	Business	Les Vaux Housing Trust
76	Business	Jersey Homes Trust
77	Business	Clos du Paradis Housing Trust
78	Business	FB Cottages Housing Trust
79	Business	Christians Together in Jersey Housing Trust
80	Government	Jersey Sport
81	Third sector	Littlefeet
82	Government of Jersey	Environmental health
83	Government of Jersey	SPPP - Corporate Planning & Performance
84	Government of Jersey	SPPP - Corporate Policy
85	Government of Jersey	Social security
86	Government of Jersey	Rural economy
87	Government of Jersey	Public Health
88	Government of Jersey	Ambulance Service
89	Business Group	Chamber of Commerce

ID	Stakeholder Group	Stakeholder Sub Group
90	Business	Jersey Finance
91	Business Group	Jersey Consumer Council (JCC)
92	Business Group	Jersey Construction Council (JCC)
93	Business Group	Association of Jersey Architects
94	Third sector	Surfers against Sewage
95	Business Group	Eco-Active Businesses
96	Business Group	Landlords Association
97	Business Group	Rent Safe accredited landlords
98	Education	Highlands College
99	Third sector	Citizens Advice Bureau
100	Business Group	The Jersey Bankers Association
101	Business	Channel Islands Competition & Regulatory Authorities (CICRA)
102	Third sector	Durrell
103	Community	Women's Institute
104	Community	Jersey Surfboard Club
105	Public	Local residents and public (unaffected)
106	Business	Local businesses (unaffected)

4. Strategy

Different stakeholders require different types of engagement. There are five different types of engagement which can be utilised, which require different techniques and level of resources to implement. These are summarised in Figure 4-1.

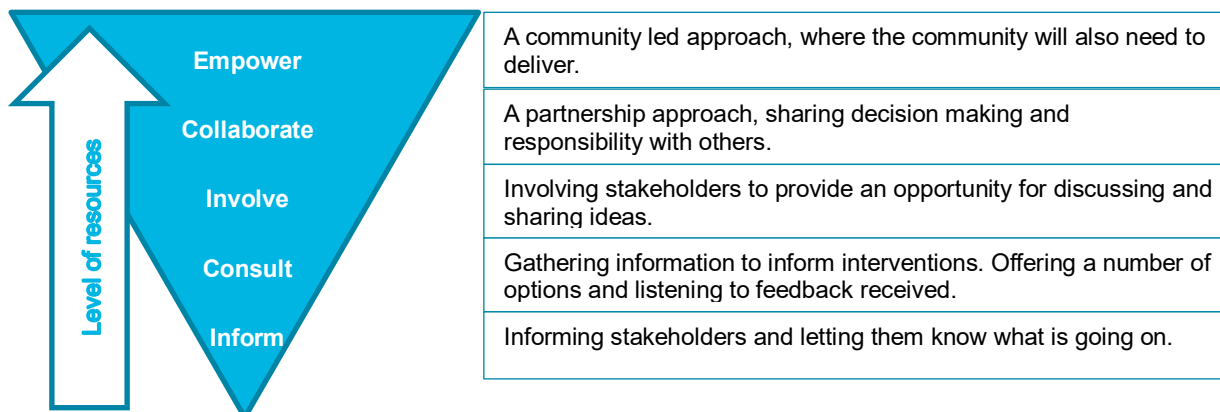


Figure 4-1: Levels of engagement¹⁸

The type of engagement to be undertaken with the various stakeholder groups as part of the SMP are summarised in Table 4-1.

Table 4-1: Stakeholder engagement

Stakeholder group	Level of engagement	Types of engagement activities
Key Players	Collaborate	Meetings throughout development of SMP
Keep Satisfied	Involve	Workshops at key milestones in development of SMP Newsletters Presentations at existing groups
Keep Informed	Consult	Media & social media coverage Public events during consultation
Minimal Effort	Consult	Media & social media coverage Public events during consultation

4.1 Key Messages

The key messages for the project will vary depending on the project as outlined below.

Pre-consultation (during development of the SMP)

- Government of Jersey are embarking on development of the SMP to implement a holistic approach to the management of the coastline for the next 100 years to take account of the projected changing climate conditions and sea level rise.

Public consultation on the draft SMP

- Government of Jersey have developed a draft SMP and want your views on the proposed policies for the coastline to manage the projected changing climate conditions and sea level rise over the next 100 years.

Post consultation (publication of the updated SMP)

- Government of Jersey have developed a plan for coastal resilience in response to changing climate conditions and sea level rise over the next 100 years.

¹⁸ Adapted from Figure 5.1 in Communication and Engagement in Local Flood Risk Management (C751). CIRIA, 2015.

4.2 Communication Channels

Any planned communications activity throughout the project will seek to make use of existing communications channels where appropriate. In some instances, it may be more appropriate to establish new communication channels to reflect the needs of a particular stakeholder group or a requested or preferred channel of communication. The following communication channels were identified as being suitable for use as part of the implementation of the SMP objectives:

- Government of Jersey website – single point of truth – key communication tool;
- Use of social media;
- Articles in established newsletters;
- Postcard / invitation to event / respond to consultation in coastal areas;
- Targeted Stakeholder Workshops / Presentations;
- Public drop-in sessions;
- Site visits and activities;
- Press releases – newspaper and other media articles;
- Members briefing; and
- Attending and presenting at existing networking meetings e.g. Chamber of Commerce, Construction Council.

Resources required for events include:

- Visualisation tools;
- FAQs / Information leaflet;
- Summary document; and
- Consultation questionnaire.

5. Implementation

Implementation of the communications were planned to align with the phase of the SMP. The phases of development of the SMP are illustrated in Figure 5-1.



Figure 5-1: Key dates for development of the SMP

The engagement activities undertaken for each phase for the different stakeholder groups are identified in Table 5-1.

Table 5-1: Engagement activities

Phase	Date	Activity	Lead	Date completed
Phase 1: Pre-Consultation (Development of SMP)	23 rd October 2018	SCRG meeting – inform about commencements of SMP development	Government of Jersey AECOM support	23 rd October 2018
	23 rd October 2018	Ministerial briefing – inform about commencements of SMP development	Government of Jersey AECOM support	23 rd October 2018
	December 2018	SMP webpages live on gov.je	Government of Jersey AECOM support	December 2018
	15 th January 2019	SCRG meeting – initial discussion about draft maps	Government of Jersey AECOM support	12 th February 2019
		Minister's briefing	Government of Jersey AECOM support	12 th February 2019
	15 th January 2019	Broad stakeholder session (majority of identified stakeholders invited) – introduction to SMP and future consultation timetable	AECOM Government of Jersey support	12 th February 2019
	January-May 2019	Parish and interest / business / community group newsletters	Government of Jersey AECOM support	Various
	January-May 2019	Meetings with key businesses (insurance companies, Jersey Water etc.)	Government of Jersey AECOM support	Various
	3 rd May 2019	SCRG update meeting	Government of Jersey AECOM support	2 nd May 2019
	3 rd May 2019	Members briefing	Government of Jersey AECOM support	2 nd May 2019
	3 rd May 2019	Press release – intro and consultation are coming	Government of Jersey AECOM support	Due 5 th July 2019
	13 th May 2019 onwards	Mailout to all coastal businesses inviting them to community roadshow	Government of Jersey AECOM support	Due 4 th July 2019
	13 th May 2019 onwards	Letter to stakeholders inviting them to respond, social media updates	Government of Jersey AECOM support	Due 4 th July 2019
	25 th June 2019	Members briefing	Government of Jersey AECOM support	25 th June 2019
	25 th June 2019	Officer briefing	Government of Jersey AECOM support	25 th June 2019

Phase	Date	Activity	Lead	Date completed
Phase 2: During public consultation	5 th July – 27 th September 2019	Consultation live on gov.je, regular social media updates	Government of Jersey AECOM support	27 TH September 2019
	9-13 th July 2019	Location based community roadshow in key communities	AECOM Government of Jersey support	13 th July 2019
Phase 3: Post consultation (Delivery of the updated SMP)	December 2019	Ministerial briefing	Government of Jersey AECOM support	
	December 2019	Publish consultation response Press release – consultation results	Government of Jersey AECOM support	
	January 2020	SCRG update meeting – Key Players	Government of Jersey AECOM support	
	January 2020	Publication of final document Press release – final document and next steps	Government of Jersey AECOM support	

6. Evaluation

To measure the success of the Communications Plan there are three forms of measurement: output, uptake and outcome. The evaluation of each measurement against each criteria is summarised in Table 6-1.

Table 6-1: Evaluation of success criteria

Measurement	Criteria	Evaluation
Output	<ul style="list-style-type: none"> Press releases; Website – single point of truth; Visualisation tools; FAQs / Information leaflet; Letter; Summary document; Consultation questionnaire; Meetings; Stakeholder briefings; and Community roadshow. 	<ul style="list-style-type: none"> A press release was produced at the beginning of the public consultation period in July, to provide the public with a summary of the SMP and ways in which they could provide feedback; The draft SMP was published on the Government of Jersey website during the public consultation; Visualisation tools were used at the community roadshow events to aid to public understanding of the SMP. This included hard copies of the draft SMP, information leaflets, banners, flood maps and policy maps; Information leaflets were provided at the community roadshow events to provide the public with the key messages of the SMP, and ways in which they could provide feedback; Letters were provided to stakeholders inviting them to respond on the draft SMP; Letters were written to 145 coastal businesses inviting them to attend the roadshow in their area; A Non-Technical Summary has been produced at the front end of the SMP; A consultation questionnaire was provided on the Government of Jersey website alongside the Draft SMP, for the public to provide their comments; Table 5-1 provides details of all engagement activities, including meetings and stakeholder workshops held throughout the development of the SMP; A summary of the community roadshow is provided in Appendix B.
Uptake	<ul style="list-style-type: none"> Number of people, groups and organisations who have engaged with the project; Number of website hits; Media coverage (and what messages they used); Amount of social media engagement; Number of attendees at stakeholder briefings; Number of attendees at community roadshow events; and Number of consultation / responses. 	<ul style="list-style-type: none"> There are 106 stakeholder groups that have been engaged with the project; The Government of Jersey website which corresponded to the Draft SMP received 2,068 hits; Televised news segments and articles in the Jersey Evening Post (to convey the key messages of the SMP, specific details about each area of the coastline and the concept of flood and coastal erosion risk management); Across three channels (Facebook, Twitter and LinkedIn), the campaign reached 129,880 individuals with 733 link clicks; There were approximately 100 attendees at stakeholder briefings; There were a total of 419 attendees across the community roadshow events; and There were a total of 89 consultation responses received via online consultation questionnaire or email (see Appendix C).
Outcome	<ul style="list-style-type: none"> For Jersey to plan for, fund and schedule implementation of coastal resilience measures in response to changing climate conditions and sea level rise over the next 100 years; and, For the SMP to be adopted by the community. 	<ul style="list-style-type: none"> The draft SMP has been finalised as a result of the public consultation to meet this outcome; and The final SMP will be published and adopted by the community as part of the Island Plan.

6.1 Public consultation

6.1.1 Consultation format

Following production of the full draft SMP, Government of Jersey sought involvement from a number of organisations and individuals, including elected representatives. This took place during a three-month period of consultation from July to September 2019.

The draft SMP was made publicly available via the Government of Jersey webpage, and a week-long roadshow of events were held to provide further information. The public were able to comment on all aspects of the draft Plan. In order to encourage public response, information about the draft SMP and the consultation period was advertised on social media (Facebook, Twitter, LinkedIn and YouTube), in the Jersey Evening Post and through televised news segments.

During the consultation period, there were three ways for the public to comment on and learn more about the draft Plan:

- Roadshow: Between 9-13th July 2019, consultation roadshow events were held in key communities around the Island. This included presentations and drop in sessions to provide more detail on the development process of the plan, to discuss the draft proposed policies and to address queries;
- Online Questionnaire: participants were able to provide feedback related to specific parts of the coastline, indicating their link to that area (own a property, work, recreational activities etc.) and whether they agreed with the proposed management intent. Participants were also able to leave generic comments related to the entire SMP; and,
- Email: A Government of Jersey email address was provided on the consultation webpage to encourage the public to send in their queries and comments on the SMP.

6.1.2 Engagement

The roadshow events were attended by 419 people in total (see Appendix B). The main issues were consistent across the various events, and specific issues were raised in the relevant areas where the roadshows took place. Following the consultation period, a total of 89 comments were received on the draft Plan, with 65 comments raised from the online questionnaire and a further 24 received via email response. Generally, the feedback received was positive; the questionnaire asked respondents whether they supported or opposed the proposed policies and 85% of respondents gave their support.

6.1.3 Response to comments

Following the consultation period, all comments were compiled and reviewed. This includes all comments received via email correspondence and through the online questionnaire. Where required, a response has been provided for each comment or similar issues have been grouped together for comment (see Appendix C). The consultation responses will be published on www.gov.je. Comments which require further response from Government of Jersey have been followed up individually, which includes engagement with Jersey Water and Jersey Electricity with regards to the impact on the SMP on their infrastructure and assets.

In reviewing the consultation responses, changes were made to the SMP to incorporate feedback where appropriate. A specific response was provided to answer 5 individual queries received via questionnaires regarding managed realignment at St Ouen's Bay, and the multiple queries raised on the subject during the roadshow. The SMP now provides an explanation as to why managed realignment was not considered as a feasible option.

The policy options proposed in the draft SMP were finalised following receipt of the majority of positive feedback during the consultation, with only one change in policy at the Havre des Pas Coastal Management Unit (CMU) as a result of the feedback. The draft policies remain unchanged for all other CMU's due to the supportive feedback received.

Further to this, a Non-Technical Summary was produced for the front end of the SMP. This provides a concise and simplified summary of the development process of the SMP and the recommendations for the future management of the coast. The Non-Technical Summary also explains the policies and supporting technical details in more simple terms to provide a response to some of the comments raised and correspondence from the public during the consultation.

Appendix A Stakeholder list

Table A-1: Internal Stakeholders (All Government of Jersey)

Department	Needs/ requirements: what do we perceive to be their interest in the issue (e.g. how will they be affected)? Note carefully what we do or don't know!	Expectations/ perceptions: what might they want from the engagement?	What do we want from them?			
Coastal Defence, Environmental Policy	Their priority is to ensure their department goals and views are incorporated into the strategic direction of the SMP and its outcomes.	To ensure that the SMP meets the aims and objectives of all internal departments.	Buy in and promotion of the SMP outcomes.			
Internal SCRG members - Marine Resources						
Internal SCRG members - Infrastructure - liquid waste						
Internal SCRG members - Infrastructure - drainage						
Internal SCRG members - Emergency planning						
Internal SCRG members - Met office						
Internal SCRG members - Planning policy & historic						
Internal SCRG members - Enterprise risk						
Internal SCRG members - Communications						
Ministers & Assistant Ministers for Environment & Infrastructure						
States Members	Their priority is to ensure their department goals and views do not conflict with the strategic direction of the SMP and its outcomes.	To ensure any identified constraints are mitigated.	Buy in and promotion of the SMP outcomes.			
Scrutiny panel						
Environmental protection & water resources						
Infrastructure - operations & transport						
Development control						
Building control						
Natural environment						
Economic development						
Property holdings						
Fire Service						
Police Service						
Eco-Active						
Treasury and resources						
Local schools (affected)						
Jersey Sport				Interest in the strategic direction of the SMP and its outcomes.	Updates on the key milestones with development of the SMP.	Be aware of the SMP.
Environmental health						
SPPP - Corporate Planning & Performance						
SPPP - Corporate Policy						
Social security						
Rural economy						
Public Health						
Ambulance Service						

Table A-2: External stakeholders

Organisation	Sector	Needs/ requirements: what do we perceive to be their interest in the issue (e.g. how will they be affected)? Note carefully what we do or don't know!	Expectations/ perceptions: what might they want from the engagement?	What do we want from them?			
Parish of St. Helier	Parish						
Parish of St. Brelade	Parish						
Parish of St. Clement	Parish						
Parish of Grouville	Parish						
Parish of St. John	Parish	They will have an interest in any outcomes which potentially affect flood and coastal erosion risk in their area or works located within their administrative boundary.	To be consulted on any proposals or outcomes that could affect flood and coastal erosion risk within their administrative area.	Buy in and promotion of the SMP outcomes. To understand local opportunities and constraints.			
Parish of St. Lawrence	Parish						
Parish of St. Martin	Parish						
Parish of St. Mary	Parish						
Parish of St. Ouen	Parish						
Parish of St. Peter	Parish						
Parish of St. Saviour	Parish						
Parish of Trinity	Parish						
	Business						
Ports of Jersey - external SCRG member					Their priority is to ensure their organisations goals and views are incorporated into the strategic direction of the SMP and its outcomes. To ensure the SMP provides clear policies for future management of the coast which do not hinder port operations.	To ensure any identified constraints are mitigated. Regular updates on the strategic vision of the SMP and how that aligns with the wider interests.	Buy in and promotion of the SMP outcomes.
Channel Islands Insurance Corporation	Business						
Islands Insurance	Business						
Jersey Mutual	Business		To be consulted, as appropriate on any relevant issues.				
Jersey Energy	Business						
Local businesses (affected)	Business						
Jersey Development Company (JDC)	Business	To understand how the SMP affects their organisation and whether there are any opportunities to provide improvements.	To be presented with an opportunity to comment on the SMP.	Their expertise and advice on options which could affect the objectives of their organisation.			
Andium Homes	Business		Information on the proposed options and the impacts that they may have.				
Les Vaux Housing Trust	Business			Feedback their support if they agree with our proposals.			
Jersey Homes Trust	Business						
Clos du Paradis Housing Trust	Business			What mitigation measures will be put in place if negative impacts have been identified.			
FB Cottages Housing Trust	Business						
Christians Together in Jersey Housing Trust	Business						
Jersey Finance	Business						

Channel Islands Competition & Regulatory Authorities (CICRA)	Business			
Local business's (unaffected)	Business			
Jersey Business	Business Groups			
Jersey Hospitality Association	Business Groups			
Channel Islands Group of Professional Engineers	Business Groups			
Chamber of Commerce	Business Groups		Evidence to suggest that the SMP has been produced with their objectives in mind.	To ensure business impacts of the SMP have been appropriately captured and assessed through the assessment process, ensuring their buy in to the SMP outcomes.
Jersey Consumer Council (JCC)	Business Groups	To understand how the SMP seeks to deliver the best possible outcomes for business.	To be consulted, as appropriate on any relevant issues.	
Jersey Construction Council (JCC)	Business Groups			
Association of Jersey Architects	Business Groups			
Eco-Active businesses	Business Groups		To be presented with an opportunity to comment on the SMP.	
Landlords Association	Business Groups			
Rent Safe accredited landlords	Business Groups			
The Jersey Bankers Association	Business Groups			
Jersey Water	Utilities	They will have an interest in any outcomes which potentially affect flood risk in areas where their assets are located.	To be kept informed of SMP outcomes and to be consulted on any locations where the SMP will have an impact on their infrastructure.	To share any relevant information for development of the SMP.
Jersey Electricity PLC	Utilities			
Jersey Gas	Utilities			
Jersey Telecom	Utilities			
Rubis (CIFuel supplies)	Utilities	They may have an interest in identifying potential opportunity for partnership working.	To share information.	Their expertise and advice when developing options which could affect their infrastructure.
	Utilities			
PDJ Fuels Ltd		The SMP may require information on assets.		
Havre des Pas Improvement Group	Community Group	To understand how the SMP affects their community and whether there are any opportunities to provide improvements.	Information on the proposed options and the impacts that they may have.	Their views on options which could affect their community.
St. Brelade's Bay Residents Association	Community Group			
Women's Institute	Community Group			
Jersey Surfboard Club	Community Group			
Local residents and public (affected)	Public			
Local residents and public (unaffected)	Public		What mitigation measures will be put in place if negative impacts have been identified.	Feedback their support if they agree with our proposals.
Jersey Heritage	Third sector		Evidence to suggest that the SMP has been produced with heritage, sustainability and biodiversity in mind.	To ensure the environmental impacts of the SMP have been appropriately captured and assessed through an appropriate environmental assessment process, ensuring their buy in to the SMP outcomes.
National Trust Jersey	Third sector			
Jersey Climate Action Network (JCAN)	Third sector	To understand how the SMP seeks to deliver the best possible outcomes for heritage, biodiversity, sustainability, flood and coastal erosion risk.	To be consulted, as appropriate on any environmental issues.	
Jersey in Transition	Third sector			
Save our Shoreline	Third sector			
Marine Conservation Society	Third sector			
The Earth Project Jersey	Third sector			
Good Jersey Life	Third sector		To be presented with an opportunity to comment on the environmental reports supporting the SMP.	

Plastic free Jersey	Third sector			
Société Jersiaise	Third sector			
Royal Jersey Agricultural and Horticultural Society (RJAHHS)	Third sector			
Visit Jersey	Third sector			
Association of Jersey Charities	Third sector			
Occupation society	Third sector			
Littlefeet	Third sector			
Surfers against Sewage	Third sector			
Citizens Advice Bureau	Third sector			
Durrell	Third sector			
JEP, BBC, ITV, Bailiwick, Channel 103, other social media sites	Media	Interest in the SMP and its outcomes.	Updates on the key milestones with development of the SMP.	To help raise awareness of the SMP and engagement activities.
Highlands College	Education		Information on the proposed options and the impacts that they may have.	Their views on options which could affect their community or area of interest.
Jersey Energy Forum	Interest Group	Interest in the SMP and its outcomes.		
Biodiversity Partnership	Interest Group		What mitigation measures will be put in place if negative impacts have been identified.	Feedback their support if they agree with our proposals.
People who have registered interest	Interested Individuals			

Appendix B Roadshow Attendance

Date	Type of event	Location	Duration	Purpose of engagement	Attendance	Issues/Outcomes	Follow up action(s) required
Tuesday 9th July 2019	Presentation	Grouville Parish Hall	7-8pm	Local community engagement on draft SMP	45	<p>Questions raised following presentation included:</p> <ul style="list-style-type: none"> - What climate period was used to derive the temperature change? - What are the proposals for the forts such as Elizabeth Castle? - What is cash value? - How is the implementation going to be funded? - Why is the policy to adapt in the short and medium term , but then maintain in the long term? - What sea level rise figures have been used? - The foundations of existing structures may not be satisfactory to adapt. Would these be demolished? Has this been taken into consideration in the costings for the SMP? - Under the current evaluation would it ever be considered that buildings would be abandoned? - The BCR seems high - how does Jersey fair against other areas? - For slipways in areas where there is adaptive management proposed are they to be closed off or moved? - Was no active intervention considered in areas where maintain is proposed, such as St Ouen's Bay? - Is it more cost effective to take adaptive management earlier? Is there scope to move investment earlier to save money? - Would the Government consider getting into schools to educate the younger generation on such issues? - Managed realignment should be considered for St Ouen's Bay. 	Number of issues will be responded to via updated SMP document
Wednesday 10th July 2019	Drop in session	Gunsite, St Aubin's Bay	8-11am	Local community engagement on draft SMP	18	None	None
Wednesday 10th July 2019	Drop in session	Liberation Square, St Helier	11.30am - 3pm	Local community engagement on draft SMP	36	<p>Queries included:</p> <ul style="list-style-type: none"> - Knock on impacts of any works in the future for those who use the coastline for recreational activities, such as storage of sailing equipment. Sufficient notification of any potential change which will alter their use/access. 	Number of issues will be responded to via updated SMP document
Wednesday 10th July 2019	Presentation	Oomaroo Hotel,	6-7pm	Local community engagement on draft SMP	10	<p>Questions raised following presentation included:</p> <ul style="list-style-type: none"> - The South East coast is a Ramsar site - does it have to be taken into account in the work? - Concerns about Sameray Marsh - residents have objected to developments in this area but 	Number of issues will be responded

Havre des Pas

- these appear to go unnoticed. It is also an important migratory route for toads and frogs.
- Get on and implement the SMP as quickly as possible. Need for wave recurve walls all around the island.
 - This work needs to integrate with the Havre des Pas Masterplan, particularly when any priority works are being designed in the future.
 - Does the SMP consider groundwater? A previous Port plan for a marina was not agreed because it would have caused a build-up of groundwater and flood properties in the hinterland.
 - Unprotected slipways are a weak point.
 - The climate in Jersey is noticeably changing.
 - Has the cavern in St Helier been taken into consideration? What about adapting them in the future?
 - Do the sea level rise projections make allowance for a change in emissions (to lower carbon)?
 - Are you talking to Guernsey?
 - Need to look at the experience of others for innovation and ideas.

to via updated SMP document

Thursday 11th July 2019	Presentation	Town Hall, St Helier	8.30- 9.30am	Local community engagement on draft SMP	9	<p>Questions raised following presentation included:</p> <ul style="list-style-type: none"> - What will adaptive change look like? - In relation to coastal erosion at Bonne Nuit it will eventually reach the road - what will the government do in this scenario? - Why will the Government pay for defences to protect properties in some areas but not in others? - Is the data for absolute levels for future sea level rise available in the draft documents? - Erosion is a natural process required to feed the beaches so it is not advisable to enable private landowners to protect their property. They are also an eyesore from a landscape perspective. - What does the IPCC scenario relate to in temperature increases? What is the sea level rise? - How does the SMP fit into policies & plans for other Government departments? - Does the modelling consider storm surges? - Licenses for wind turbines & tidal turbines off the south coast of Jersey - what powers do the Government have to prevent commercial exploitation of the seabed? 	Number of issues will be responded to via updated SMP document
Thursday 11th July 2019	Presentation	Haute Valley School	12.10- 1.10pm	School engagement	150	<p>Questions raised following presentation included:</p> <ul style="list-style-type: none"> - What do you think of people that don't believe in global warming? - Concern about contaminated land at reclamation sites. Is there plans for more? - Is that anything that can be done to reduce the climate change? - Do you think we will be able to recover from global warning and climate change in 100 years? 	Number of issues will be responded to via updated SMP document

Thursday 11th July 2019	Presentation	CIGPE event, St Helier	6-9pm	Professional engagement	70	<p>Questions raised following presentation included:</p> <ul style="list-style-type: none"> - What type of distribution was used in the modelling? - Cash costs are presented but it doesn't all have to be spent now. - What sea level rise was used? Historic records show a rise of 3mm per year to date. - Did you look at potential options for advance the line? - How is the number of properties assessed in relation to potential future development? - Concerns about the protection of heritage assets. Would adaptive management result in the addition of concrete to the historic granite walls? - Could you set back to protect property but also not damage the heritage aspect of the existing walls? - Maps show limited risk along St Ouen's Bay - has saline intrusion been considered in relation to the habitats in this location? - There is an aquifer at St Ouen which is important for water supply on the island. - Have you considered the Swiss model (traffic light system) in relation to managing development and the risks? 	Number of issues will be responded to via updated SMP document
Friday 12th July 2019	Drop in session	King Street, St Helier	9.30am- 3pm	Local community engagement on draft SMP	49	<p>Queries included:</p> <ul style="list-style-type: none"> - St Ouen's Bay - flooding from the hinterland rather than the coast. - Advance the line for amenity purposes to be incorporated. Would be good to have a wider network around the island. - A few people got confused about the way the epoch lines were set. They were thinking that we were planning to build out. - What sea level rise was used? - What are we planning to prevent flood and how we will pay for it? - Some concern over how this work would be paid for with other pressures on Island Services (this was then linked to issues outside of SMP like migration policy and government ability). That being said; the public was unsure of how this could be paid for without some increase in say taxes even with planning. - Tie in with personal defences already there (i.e. the owner of the property adjacent to Archirondel has invested considerable amounts of his own money on private defences and wanted to understand how this will work together). - What does Advance the Line look like. A few people mention that the defences around St Aubin's Bay weren't built correctly i.e. they felt there is a step back mid bay that if it had followed the circumference alignment it would have come further out a few hundred metres in front of St Aubin's Harbour. - Pleased that the Government were proceeding with this work; looking towards the future. - Queries about water from in land getting trapped. 	Number of issues will be responded to via updated SMP document

Friday 12th July 2019	Presentation	St Brelades Parish Hall	5-6pm	Local community engagement on draft SMP	18	<p>Questions raised following presentation included:</p> <ul style="list-style-type: none"> - What does advance the line mean? - Suggest that a presentation on the SMP is given to the Ports of Jersey. - There are different options within adaptive management - which have been costed up in the SMP? - Has the option to let walls deteriorate over time & compensate homeowners been considered? In particular, managed realignment or NAI at St Ouen's Bay. - Environmental assets haven't been valued to the same extent as other aspects. - Need justification for the projected sea level rise to be made clear in the SMP. - Why is the cost not front loaded to build the walls higher? - Concerns about developments in marsh lands. - Were the marsh lands formerly flood plain? - At Ouasine could NAI be considered due to the lack of properties? Surely the cost/benefit doesn't stack up here. - Maintain the defence line with review should be included in the SMP. 	Number of issues will be responded to via updated SMP document
Saturday 13th July 2019	Drop in session	St Catherine's Breakwater	9-11am	Local community engagement on draft SMP	9	<p>Queries included:</p> <ul style="list-style-type: none"> - At St Catherine's lifeboat station the slipway is vulnerable which is not reflected in the proposed policy. Is there a need for a bespoke slipway policy in the SMP? 	Number of issues will be responded to via updated SMP document
Saturday 13th July 2019	Drop in session	Film Festival, St Ouen's Bay	10am - 4pm	Local community engagement on draft SMP	5	<p>Queries included:</p> <ul style="list-style-type: none"> - Carbon impact of construction of new or upgraded defences. 	Number of issues will be responded to via updated SMP document

Appendix C Consultation Summary

Response Number	Response Reference – if applicable	Consultee Comment	Area / Document	Any Response Required?	Government of Jersey Response
1		Spelling inconsistencies.	SMP document	Yes	All inconsistencies have been rectified in the final SMP document.
2		Map inconsistencies.	SMP document and appendices	Yes	All map inconsistencies have been rectified in the final SMP document. This includes a correction in the flood mapping shown for CMU 1.8 (Havre des Pas).
3		P32 of PDF, p19 of text, 3.2 nr 4. States: " <i>The Economy objectives reflect the potential for improvements to the business environment of Jersey. They consider the potential of the policy options to provide opportunities for businesses to prosper and generate economic growth and support land allocation and residential and commercial development on the Island</i> ". In the continuing absence of a population policy the assumption of objectives of unbridled growth and residential and commercial development is questionable, and is unpalatable to many residents.	SMP document	Yes	Any residential or commercial growth and development will be subject to planning policy and is not discussed within this SMP. However, as part of the option appraisal process, consideration has been made as to whether each policy option would facilitate the economic objectives described and listed in full in Appendix C (Policy Development and Multi-variate Assessment), which are related only to the potential for growth.
4		Spelling inconsistencies.	Appendix B - Hydraulic Modelling Report	Yes	All inconsistencies have been rectified in the final Hydraulic Modelling Report. Changes to Appendix J (Extreme Rainfall Analysis) will be made following the re-running of the analysis.
5		<p>P18 of PDF, p6 of text</p> <ul style="list-style-type: none"> • First paragraph – Joint Probability Analysis (JPA) has been used to assess the combined risk of extreme still water levels and wave heights, but nowhere in the SMP is there an attempt to estimate the joint probability of occurrence of high water levels, surge, wind, swell and pluvial flooding. It is not uncommon for several types of bad weather to happen at the same time. The tidal and pluvial flooding event of November 1984 mentioned in Appendix A on p48 of Appendix B(j) is a case in point. As I recall, a storm surge from a fast moving depression coincided with a large swell, strong onshore wind and heavy rain so that the drains on Victoria Avenue and the Esplanade were unable to disperse rainwater or the water from waves breaking over the sea wall between First Tower and the Esplanade. I remember that a file note with further detail of this event existed in unpublished Jersey Met, along with records of other tidal flooding events. <p>P29 of PDF, p19 of text</p> <ul style="list-style-type: none"> • 8.1, second paragraph – It is stated that the TUFLOW model used, being an isolated pluvial model, does not take account of potential simultaneous tidal or fluvial events. I am unfamiliar with this model, but to use the mean low water spring tide level of 1.33m AOD to represent the sea level appears unrealistic. Pluvial/fluvial flood events have occurred in St Aubin when the tide has been high, combined with heavy rain. The discharge of water from the brook draining St Aubin's valley (with a tributary from St Peter) debouching at the northwest corner of the harbour has occasionally been impeded by sea water backing up in the outlet culvert. This has resulted in flooding of the road around the Charing Cross area of St Aubin and on Le Boulevard (the Bulwarks). • 8.2, second paragraph – The design rainfall profiles have been applied as one hyetograph across Jersey. 	Appendix B - Hydraulic Modelling Report	Yes	The pluvial model was considered as an isolated model, and a Joint Probability Analysis was undertaken for waves and tides as these two parameters share a good degree of correlation. Joint Probability Analysis was not undertaken for tides and rainfall as these two parameters intrinsically share a significantly lower degree of correlation. It is appreciated that this doesn't mean that they can't occur simultaneously during events. It indicates that the simultaneous occurrence is much reduced in magnitude. For instance, an AEP peak rainfall intensity would require accumulation at the peak time phase of an AEP tidal event at the area of investigation which would be less likely. The agreed methodology for tidal AEP events used a projected tide level across the island which occurs at the peak of the tidal event to present a conservative assessment which would address concerns around the presence of any inland sourced overland flow.
6		Appendix F - p6 of PDF – it is unfortunate that wave data for the Jersey wave buoy is unavailable for 2008 when, in March, there was a significant flooding event, especially as 2008 was one of the three years for which AECOM purchased data for the UKMO model grid point in the English Channel.	Appendix B - Hydraulic Modelling Report	No	
7		Appendix G Wave Transformation and Overtopping Modelling – p16 of PDF, second paragraph states: "A recent study (Prime, 2018) investigated the impact of climate change on wind and wave conditions at Jersey. It was found that both wind and waves are unlikely to be affected by climate change for this region. This conclusion was adopted in the Jersey SMP study allowing future changes in wind and wave conditions to be discounted." Dr Prime's conclusion was based on global ensemble and statistical projections which concluded that increases in wind and waves are unlikely in the latitude of Jersey. With extra heat energy in the system and more frequent and severe storms expected around the British Isles due to climate change, the wind and wave climatology of the Channel Islands is likely to be adversely impacted, if only in terms of decreased return periods of higher values of wind speed and wave height. Dr Prime's study does however acknowledge that increased storm frequency in the north Atlantic is likely to lead to higher values for swell waves experienced in the English Channel and that storm surges are likely to become more frequent in the area. In the light of these considerations the discounting of future changes in wind and wave conditions in the SMP for Jersey appears optimistic.	Appendix B - Hydraulic Modelling Report	No	
8		Appendix I - P9 of PDF, fig 1-2. Areas of hard geology seem to have been omitted from the map in the southwest of the island, where there are granite and, south of St Aubin, shale outcrops along the cliffs and bays, albeit overlain inland, mainly by Aeolian deposits.	Appendix B - Hydraulic Modelling Report	Yes	The erosion analysis is a high level study. Its primary purpose is to identify the potential for future erosion based on historic, mapped, changes. Areas of relatively soft geology have been identified since, all other factors remaining equal, these areas should have greater potential for erosion in the future. The intention is not to map hard and soft geology on the coastline in detail.
9		Appendix I - P112 of PDF, key findings, second bullet point – The recommendation that beach profile acquisition is reinstated due to the deficiencies of DTM for monitoring beach levels will hopefully be implemented, with the resource implications accepted by the Government of Jersey. The recommendation is elaborated in the final bullet point on the same page, advocating traditional methods of surveying on a regular basis as well as in response to storm damage. In the current political climate of human resource reduction, perhaps advances in drone technology might supplement ground surveys.	Appendix B - Hydraulic Modelling Report	No	

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10		<p>P13 of PDF, 2.5.3 Property Values</p> <ul style="list-style-type: none"> • First paragraph - The property values used in the States of Jersey Viability Assessment for Review of Developer Contributions Report published in May 2017 must be considerably out of date, given the varying levels of property price inflation experienced in Jersey for different types of property. It is regrettable that data from the Jersey House Price Index published by the Statistics Unit could not be incorporated, as the quarterly reports have details of mean and median prices in a number of housing categories. That is not to say that purchase prices are the same as values when flood damage is assessed, but values from the May 2017 report could have been dynamized to bring them up to date. • Second paragraph – It is not stated which valuation office supplied figures for rateable values per square metre of commercial property to estimate rentable value, but I suspect it was not a Jersey valuation office. In Jersey, the link between rental values and rateable values was severed after 2003. Instead, rates are now assessed by virtue of the physical attributes of property (number of rooms etc), taking account of floor space (in commercial contexts) and expressed as quarters of rateable value. This value generally remains constant unless changes to the attributes are declared by the owner. The quarters are only converted to a monetary value once the rate per quarter is set by the annual rates assembly in each parish. Therefore, the rateable value in £ assigned to property can vary from year to year depending on the parish estimates of expenditure for the year to come. See Rates (Jersey) Law 2005 at https://www.jerseylaw.je/laws/revised/Pages/24.950.aspx. 	Appendix D - Economics Report	Yes	<p>It was not possible to dynamise the property values from the May 2017 data, as there was not sufficient existing data for previous years to assume a trend in house prices. The most recent values were used, in line with best practice guidance within the Multi-Coloured Manual.</p> <p>The figures from the Valuation Office in England were used, which is in line with the methodology in the Multi-Coloured Manual. This guidance has been applied to carry out the economic appraisal as best practice.</p>
11		<p>P19 of PDF, 3.3.5 Tourism and Recreation, third paragraph – It is sad to see that Portelet beach is considered to be expendable. While it is acknowledged that defending the beach would be costly, in no small measure due to access difficulties, the final sentence is inappropriate: "This will lead to a loss of amenity and recreational value, however there are alternative beaches close by (such as Ouasine [sic] Bay) which could accommodate visitors from Portelet Beach." Portelet Bay is visually unique with its quasi-tombolo leading to L'Île au Guerdain. Residents and tourists have different reasons for visiting Portelet and Ouaisné. Portelet is less developed with fewer facilities, so is often less crowded. Portelet's sand is of better quality and a golden colour and has a larger dry area at the beach head, whereas Ouaisné's sand is grey or stained brown with humic matter. Large areas are often wet due to seepage from the common behind the anti-tank wall. Portelet is very sheltered from most wind directions while Ouaisné is much more exposed.</p>	Appendix D - Economics Report	Yes	<p>We recognise that every beach has different characteristics, and one cannot be directly replaced by another. However, using best practice guidance for economic appraisals from the Multi-Coloured Manual, it has been considered appropriate to compare beaches that are close to one another. The guidance assumes that visitors are more likely to visit other beaches that are nearby, than travel further away for beaches with similar characteristics. Although we have made this comparison for a qualitative assessment, we have not made a quantitative assessment on the cost of visitors to Portelet Beach instead visiting Ouaisné Bay.</p>
12	127471907	<p>1.5: St Aubin's Bay - Policy of advancing the line should change to Epoch 1 and consideration given to the options of extending the dual carriageway from Bel Royal to St Aubin's Harbour, and the proposal of a tidal barrage across the bay before any more cost is incurred raising existing defences.</p> <p>1.6: St Helier Harbour - It is imperative that Ports of Jersey present their plans before any work is confirmed for a setback defence that will not protect heritage piers. Removal of commercial shipping from New North Quay and lock gates across Albert & Victoria Piers will remove the need for other works completely.</p> <p>1.8: Havre des Pas & 1.9: Greve d'Azette- Change policy to Advance the line, to include cycle track and realign slips</p>	CMA 1	Yes	<p>1.5: The schemes proposed at St Aubin's Bay will be subject to further public consultation to ensure that all options as part of adaptive management are considered, and will be acceptable to the community.</p> <p>1.6: The Government of Jersey will continue to work with the Ports of Jersey before developing a finalised plan to build a setback defence alignment.</p> <p>1.8: The proposed policy option for Havre des Pas has been re-evaluated, considering consultation response. The proposed policy for epoch 1 is now a dual policy of advance the line and adaptive management for epoch 1. This will involve improving the defences to a 1:200 year standard of protection, and in localised areas, could include advancing the defence line seaward. Any scheme proposed will be subject to further public consultation to consider these comments. Further information will be provided on this at the design stage.</p>
13	124858860	<p>The general proposals are good where there is low population density on the coastal plain. For areas like Greve D'Azette and Havre Des Pas, there needs to be more lateral thinking, balancing the environmental impact with economics. The time scales are very conservative and the reality from what we are already experiencing, is that destruction of the current defences will not be gradual. Even a cursory examination of our piers, sea walls and other defences would reveal that structural damage is occurring. Once weaknesses develop physical processes such as water, penetration & sustained drought or rain will accelerate the results. Expenditure will be huge, property values will be affected, and there will be significant disruption.</p>	CMA 1	Yes	<p>The policy option appraisal process has considered the impact of all the preferred policies on the community, environment and economy to select a policy which is the most appropriate for all of these themes, in line with planning policy, the objectives of the common strategic priorities and Future Jersey. Following the consultation response, the proposed policy for Havre des Pas in epoch 1 has been changed to a dual policy of adaptive management and advance the line. This will allow for more protection in the present day and will prevent flood damage occurring. The current maintenance schedule for all of the coastal defences will be reviewed as part of the sea defence strategy, to ensure that structural damage is prevented, however that is not part of this SMP.</p>
14	121348438	Oppose!	CMA 2	No	
15	127878549	The risk of erosion to these areas would warrant the need to enhance the defences.	CMA 3	No	
16	128038695	<p>We are concerned to retain the heritage of the Granite seawall along St Aubin's bay from West Park to Bel Royal. We would not like to see any changes or additions to the wall but understand that you can contain seawater ingress by building secondary defences - this would be our preferred option for this stretch of shoreline and indeed the small stretch of the seawall from La Haule slip to St Aubin's Village presents a similar challenge. In that case because of the vulnerability of the village some compromise may be acceptable.</p>	CMU 1.4 (St Aubin's Harbour) and CMU 1.5 (St Aubin's Bay)	Yes	<p>The schemes proposed at St Aubin's will be subject to further public consultation, to ensure that any new defences will be acceptable to the community and complimentary to the heritage value of the seawall.</p>
17		<p>P48 of PDF, p35 of text: In the fourth paragraph, there is a suggestion for adaptive management: "Improved signage regarding overtopping flood risk in the present day could be positioned in key areas to make coastal users aware of impacts to access and travel infrastructure during storm events". I don't think a few signs would be much help. There is spray, debris and flooding or overtopping a few times a year. Alerts and warnings are issued by Jersey Met and are disseminated by websites, local radio, TV, police and social media. If flooding events become more frequent in future there might be more work for Jersey Met in issuing alerts and warnings, but signs would have little impact.</p>	CMU 1.5 - St Aubin's Bay	No	
18	121376008	<p>The spring highs at the new north quay are already on the cusp of serious flooding on occasion. I think some adaptive management for St Helier seems sensible for the present day.</p>	CMU 1.6 - St Helier	Yes	<p>The flood modelling does present a risk of flooding to New North Quay in the present day. However, the policy option appraisal process has led to the selection of maintain the defence line for epoch 1, as the potential for flooding is localised at the harbour and it has the most positive impacts on the objectives of the SMP. Implementing new defences as part of adaptive management in epoch 2 will provide sufficient flood protection and minimise damage to St Helier.</p>

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19	124858860	Although I place Conservation very highly and would oppose environmental alteration, I think in the case of the shoreline from Havre Des Pas to at least Green Island a much more radical and long-term solution is needed which will need to be weighed against the alternatives. This section of the coast is of economic importance and development has not taken into consideration the need for a far more encompassing strategy. There is inadequate footpath provision, no parking for residents or those using the beach. Those trying to seek alternative transport to reduce emission which are substantial at peak periods, in particular cyclists face a suicidal ride in and out of St Helier. A radical sea defence dealing with safeguarding probably the most vulnerable section of our coast in terms of the population could incorporate parking, a cycle path and better pavement. This would provide the opportunity to generate revenue towards the defences, give cyclists and pedestrians a safer and more pleasant route. With the cyclists no longer on the road, traffic would flow more easily. Possibly the road could be widened to include a sectional bus lane so the buses could travel to town more quickly. Perhaps even a levy for cars journeying to town might be a consideration. There are a number of other benefits and when compared with other proposals and expenditures this proposal would benefit approximately 20% of the Islands population.	CMU 1.8 - Havre des Pas	Yes	The proposed policy option for Havre des Pas has been re-evaluated, considering consultation response. The proposed policy for epoch 1 is now a dual policy of advance the line and adaptive management for epoch 1. This will involve improving the defences to a 1:200 year standard of protection, and in localised areas, could include advancing the defence line seaward. Any scheme proposed will be subject to further public consultation to consider these comments. Further information will be provided on this at the design stage.
20	126901480	If plans are going to be drawn up for Havre Des Pas to amend the sea wall please can I ask that these are worked on in conjunction with the Harve Des Pas Village Study plans. There should be one set of plans for this area that factor in the requirements for both projects.	CMU 1.8 - Havre des Pas	Yes	
21	127698246	I support the Adaptive Management option but fear the policy as described is missing two critical points. 1. Necessarily the analysis, risk predictions and management options are derived largely from height above chart datum data. However, local factors mean that flood risks are higher than predicted. Certainly so in the southern part of Grouville bay especially in SW and particularly S to SE winds at spring tides. No doubt such risk mis-estimates will be occurring in other areas. I suggest that for each domain a panel of key informants (e.g. local fisherfolk - high water and low water - and long term, marine knowledgeable residents) to identify circumstances not factored into current event occurrence and risk estimates. 2. The ex-Crown Land, now Public Land strips behind constructed sea walls/ defences will be crucial in improving those sea defences as will any public land, i.e. up to max high-water spring levels. There needs to be an immediate ban on any current and further development encroachment onto this land. Also a review of existing encroachments to identify legal means to recover title and access to permit any shoreline management options that may be needed within the proposed strategy.	CMA 2	Yes	1. Further explanation regarding the lack of local factors as part of the modelling and analysis of flood risk is now provided in the Non-Technical Summary of the SMP. 2. The prevention of development at the coastline is outside of the scope of this SMP, and will continue to be managed by planning policy as part of the Island Plan.
22		There are concerns about property value and insurance premiums due to the flood risk profile for CMUs 2.1 and 2.2 in the coastline management report. I'm sure your team will have considered the financial impact of the publication for homeowners; can you outline the plans for managing this please?	CMA 2	Yes	Contact was made with the respondent and they were with the SMP project team. A meeting was set up but unfortunately the respondent cancelled at the last minute. A phone conversation took place and she said she only had one question that she would send by email. To date no email has been received. The SMP project team offer to meet or to respond to a specific enquiry remains open.
23	121348438	I agree with all of these proposals.	CMA 3	No	
24	124004592	The sea defences in the east of the island are often low lying and currently, in times of low pressure with an easterly swell, considerable overtopping already occurs. There is great potential for the loss of roads, which may require some adaptive management, if not to maintain the roads, then to ensure that erosional material does not despoil the beaches in the area. Some managed retreat may be necessary.	CMA 3	No	
25		JEC would like further detail on the analysis of Archirondel Substation.	CMA 3	Yes	Government of Jersey to set up a meeting with JEC to discuss - Government of Jersey will meet with JE to go through the maps for the CMU in detail. If further technical advice is needed, Government of Jersey will respond accordingly.
26		Please can you let me know where ESSIs appear in your economic model? At present your proposal appears to be solely based on infrastructure and property values and only shows ongoing maintenance is required in St Ouen's Bay over the next 30 years of climate change?	CMA 5	Yes	The economic assessment predominantly considers the effect of flooding on properties and infrastructure (as well as other intangibles discussed in the economics report). However, Ecological SSIs and other environmental factors have been considered within the policy option appraisal process to ensure that the policies selected are not at the detriment of the natural environment in Jersey. The impact of climate change on flood risk in the future at St Ouen's Bay has been considered within the option appraisal process.
27	121348438	No problem with this.	CMA 5	No	
28	127878549	Increasing sea level, surge and storm impact is likely to overwhelm the current defences. The defences should be enhanced.	CMA 5	No	
29	121892763	The public meeting stated that a political decision had been taken (prior to consultation) that the option of not maintaining the sea wall and allowing nature to take its course had already been made and it was not within the scope of this review.	CMA 5	Yes	Managed Realignment (under the SMP's Adaptive Management policy) has not been determined as the most appropriate policy option for St Ouen's Bay. Previous studies, between 1995 and 2001, reviewed the feasibility of managed realignment in this location, and concluded it would not be a viable option to implement. The studies considered three options for managed realignment:
30	124004592	St Ouen's bay is largely protected by an anti-tank defence not a sea wall. There is a high risk of the wall being undermined in areas, and the cost of maintenance will be significant. I suspect that in the medium term consideration will have to be taken for adaptive management or through advancing the line by placement of rock armour.	CMU 5.1 - Adaptive Management (Managed Realignment) at St Ouen's Bay	Yes	1. Do Nothing: this would be achieved through an uncontrolled failure of the whole wall structure i.e. removing all maintenance activity and avoiding any intervention to repair wall damage; 2. Full Retreat of the Central Bay: this would involve removing a large, continuous, section of the wall structure in a controlled manner; and 3. Retreat of Selected Frontages: for this option only specific, separate, small lengths of the wall structure would be removed in a controlled manner.
31	125089121	There would be no harm allowing some of the old German built structures to fall away and let a more natural coastal barrier form. For example Les Brayes to La Pulente, Les Laveur to L'Etacq. Surfing activities would be enhanced and natural barriers would form.	CMU 5.1 - Adaptive Management (Managed Realignment) at St Ouen's Bay	Yes	

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32	126861110	Maintain the defence line for period 1, but I suspect that, as sea level rise starts to have a greater impact, by the third term the defences will have failed - unless they are unimaginably huge. It will be more practical to allow the natural processes to re-establish. This will mean the loss of properties but, well before then, they will have become untenable due to not infrequent storm surges so it will be a losing battle. The same could apply to areas 1, 2 and 3 but as there is so much development and infrastructure that would not be feasible.	CMU 5.1 - Adaptive Management (Managed Realignment) at St Ouen's Bay	Yes	The merits of each of the options were evaluated. Each option was predicted to incur high economic costs, and significant, intangible costs. Namely, these were heritage, environmental and recreational costs related to the loss of historic buildings and structures, saline habitats, fresh water habitats associated with St Ouen's Pond and beach access. Although each option demonstrated some economic and environmental benefits, these were not tangible, and were outweighed by costs. Since the existing area has seen very little development and landscape changes since the studies were completed, it would be appropriate to re-evaluate Managed Realignment at St Ouen's Bay again within the next SMP review cycle in 2029.
33	127733761	Maintaining the sea wall will be incredibly expensive. Whilst a concrete wall is a good defence against tanks, it is not the best defence against waves and swell, especially if sea levels rise. The best defence is a soft defence e.g. natural sand dunes as existed before the occupying German forces intervened. It is unfortunate that we have allowed the extraction of so much sand, but despite that, the best solution would be to compulsory purchase all land at risk of flooding and allow the sea wall to be breached. Eventually (over 100 years or so?) the dunes will re-establish, the ecology will re-stabilise, and we will have a beautiful and maintenance-free Western coastline.	CMU 5.1 - Adaptive Management (Managed Realignment) at St Ouen's Bay	Yes	
34	127733761	It's a good piece of work. But a bit conservative in defence of the status quo at St Ouen's.	CMU 5.1 - Adaptive Management (Managed Realignment) at St Ouen's Bay	Yes	
35	121348438	I believe more areas need active intervention here.	CMA 6	No	
36	125089121	Depends what is proposed; what certainly be interested in any plans, which could enhance the beach; though could also deteriorate it.	CMA 6	No	
37	127878549	Rising sea level, surges and storm ferocity will compromise the existing shoreline and defences, which should be further protected.	CMA 6	No	
38	123049670	We are concerned about the state of a small portion of the sea wall at St Brelades Bay. The section of the sea wall in question is from the steps by the public WCs south of the Biarritz Hotel, westwards to the 3 granite rocks. This section is less than 30 metres but is the only section of the bay which does not have a horizontal concrete base/plinth. Currently, this appears to be okay, but often when the tide takes away large amounts of sand (once or twice a year) and because there is no concrete horizontal base it is possible to see far under the sea wall. Consequently, at high tides, waves will splash under the sea wall and take away even more sand from this area (underneath our property).	CMU 6.3 - St Brelade's Bay	Yes	A meeting will be arranged with the respondents to discuss the CMU and policy recommendations
39	123184839	Living adjacent to St Brelade's Bay promenade we are concerned about the structure of the German sea wall in front of the properties .We believe the wall is being undermined by the sea. Also the promenade requires attention as promenaders are often tripping over the uneven surface.	CMU 6.3 - St Brelade's Bay	Yes	A meeting will be arranged with the respondents to discuss the CMU and policy recommendations
40		I suggest regular reappraisal of the model used moving forward through systematic reports of the impact of tide and weather on properties and the promenade in St Brélade's Bay in case overtopping is occurring more than is estimated. Public warnings regarding overtopping currently appear to be mainly directed at car drivers on Victoria Avenue.	CMU 6.3 - St Brelade's Bay	No	
41	127471907	2.1: Royal bay of Grouville - Include proposal to re-align Le Hurel slip to include a right-angle extension and raise the access point to a safe level further along the road. 2.2: Gorey Harbour - Move Adaptive management to Epoch 1 - especially to realign the access to Gorey Village slip to raise its access height and move it to the north. Gorey Pier needs flood protection in this Epoch and flooding already occurs, again in areas run my Ports of Jersey.	Slipways	Yes	
42	125352433	Maintaining the existing defences will not save the properties currently situated at the sea wall next to the lifeboat station and the inland low lying listed Mill Farm.	Slipways	Yes	
43	125716366	Concern about flood risk opposite the life boat station, as there is a particularly on a spring tide with an easterly wind and heavy rain. I would like to see an 'adaptive management' approach in place at St Catherine's Bay.	Slipways	Yes	
44	121719753	The effects of two particularly severe high tide events in Jan. and March 2014 were memorable because of devastating and permanent erosion of the beach substratum, undermining of the sea wall, the appearance of sink holes in seaside properties, seawater draining down gradient from seaside properties out landslide onto the coast road, the blocking of culverts and the impediment of drainage of coexisting winter rainfall flood water from low lying inland areas. At these times the coast road had to be closed because of extreme danger to persons and vehicles. Some general comments: 1. I agree with general measures as currently exist to maintain the sea walls in the area. 2. I think that there are areas between of sea wall between La Rocque Harbour and N of Le Hurel Slip where the footings of the sea wall are probably already undermined and need soon proactive shoring. 3. I observe the existing use of rock armour to face the bottom of the wall but am not certain whether in some situations water penetrating gaps under surge pressure actually concentrates erosive sluicing behind. 4. I note the existing differences in beach levels between the N and S sides of the slipway at Le Hurel, and to a lesser extent at The Seymour, due to the effects of longshore drift. In particular, the difference at Le Hurel perhaps exceeds 4m. because the slip has acted as a trap to retain stones cast up winter upon winter since the building of the slip perhaps 170 years ago. 5. Following the damage to the sea wall foundations in 2014 I persuaded the repair team working about 100m. S of Le Hurel slip and who were rearranging the rock armour boulders, to set one or two diagonally away from the wall instead of parallel to it. I believe, as can be currently observed, that even a few boulders so placed can materially increase the trapping of stones and so help protect the wall behind. 6. I feel strongly that Planners and other Government agencies should insist that no private building or development should be allowed for at least 2 or 3m. landslide of the top of the sea wall to allow adequate access for maintenance and augmentation of the wall. 7. I think that the erection of flood gates at Le Hurel slip should be considered.	Slipways	Yes	The maintenance of slipways across the coastline will be considered within the maintenance schedule for the coastal defences, and not as a part of this SMP.
45	125352433	If sea levels rise by 5 m then the properties at the shoreline by the lifeboat station and inland at Mill Farm will be at risk of flooding.	Slipways	Yes	

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46	127471907	<ul style="list-style-type: none"> Investment in sea defence is too back-loaded, with the most expensive work being proposed for Epoch 2 – (2040-2070). I consider that we need to do more work earlier and spread the cost, especially in St Helier harbour and Gorey. There is nothing to be gained by putting off the start of the work until later and a lot to be gained by smoothing out the annual cost of the work from the start. Slipways – many represent the weak points of our sea defences and will have to be modified in some way to raise their threshold. Obvious examples are La Haule, Le Hurel, La Mare and Gorey Village, but there are more. The one at Green Street was recently raised by increasing its' slope, but this will need to be raised again and will mean a loss of practical use as the slope becomes too large. I propose trialling a right-angled bend approach – this leaves the current slope of the slip untouched, but at the top end, a curved addition is introduced, continuing the slope upwards and moving the access point several metres, or tens of metres laterally until a safe access height is reached. The original access point is then blocked up. 	Slipways	Yes	
47		<p>Thank you for the opportunity to see the presentation regarding the Shoreline Plan for Jersey, it appears that AECOM have carried out an excellent piece of work and presented it very well for the CIGPE audience. On behalf of Jersey Water I would like to raise three specific issues which have the potential to affect our strategic assets for the island water supply:</p> <ul style="list-style-type: none"> The presence of strategic water supply mains in coastal locations which may need additional reinforcement or need to be factored into the coastal defence plan. The protection of St Catherine's pumping station which is a primary supply for Queen's Valley Reservoir. The effect of sea water incursion or saline intrusion into the St Ouen's (Les Blanchés Banques) borehole field. 	General	Yes	<ul style="list-style-type: none"> The presence of strategic water supply mains in coastal locations which may need additional reinforcement or need to be factored into the coastal defence plan: Potential for impacts to the water supply in coastal areas has been considered in the multi-variate assessment and policy development (SMP Appendix C). For all existing sea defence structures, the policies to maintain, adapt or advance the line are considered to have low risk to existing water supply mains. The protection of St Catherine's pumping station which is a primary supply for Queen's Valley Reservoir: The SMP policy for St Catherine's Bay is maintain the defence line for all three epochs. Hydraulic modelling shows that there is no risk of coastal flooding to the St Catherine's water supply pump station as long as existing sea defences are maintained. There is at risk of still water flooding from a 1 in 200 year tidal inundation from the year 2070 if sea defences are not maintained. Coastal flood risk is not a concern in this area in the present day but sea defence maintenance is essential to ensure that the risk remains low in 2070 and beyond. The effect of sea water incursion or saline intrusion into the St Ouen's (Les Blanchés Banques) borehole field: Jersey Water have confirmed that this is of low concern at present but will become more significant over time as sea levels rise. Sea water incursion or saline intrusion into the St Ouen's (Les Blanchés Banques) borehole field will be considered in the planned 10 year SMP review.
48		I have halved the fuel consumption of jet and internal combustion engines. I said that it was going to cost the States of Jersey £200 million for sea defences and if they could lend me £30 million, I could save them £170 million.	General	No	
49	121348438	I think this is a great plan.	General	No	
50	123823555	Great idea, we must act to prevent flooding.	General	No	
51	125089121	When the government talk about future sea rises and how Jersey cares and will need to be prepared, it also turns a blind eye to the many Jersey Registered companies involved in activities such as Indonesian and Amazon deforestation and fossil fuel extraction. Stop burying your head in the sand. Overall coastal plan is reasonable and not much alternative options given the mass development the current and recent governments have allowed.	General	No	
52	125248399	I'm not an expert but it all looks very well thought out.	General	No	
53	125453802	Earlier the better in terms of creating new necessary defences. If possible it should be combined with other infrastructure projects in the area to create as many benefits as possible.	General	No	
54	126890836	I was very encouraged by the Board's plans to maintain our coastline at Grouville.	General	No	
55	126891487	I think it is a good plan I would probably like to see it done quicker but fully understand the work need to be undertaken the labour and skills involved and the cost.	General	No	
56	127126413	Overall seems a well-balanced and thorough piece of work worthy of adopting / supporting.	General	No	
57	127227398	After maintaining our sea defence walls for years, our Public services department should be well aware of which structure works best and can sustain rough waters.	General	No	
58	127682408	The benefits of acting to protect the coastline relative to the costs, seem to make this a "no brainer". We should just make the investment proactively - and the sooner we do this, the cheaper it will be.	General	No	
59	127727174	Very well presented Plan.	General	No	
60	128038695	We are pleased that it seems to be a structured, measured and reactive response as although we are expecting sea levels to rise there is no prediction that could be thoroughly accurate.	General	No	
61		The Eastern shoreline would benefit from a Defence Wall being built from Gorey to as far along the coastline as possible, certainly as far as La Rocque harbour. Between this new wall and the existing granite walls could be infilled over the years with building rubble and other safe materials. This area could then be concreted over to form a very safe cycle track for many years to come. It could be used on special occasions for running or cycling race events. The main purpose of the wall is to prevent Coastal Erosion in addition to protecting residential properties on this very exposed coastline.	General	No	

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62	121892763	The lack of any options, other than the plan itself which is defined both in terms of scope, longevity and costing, raises several fundamental questions as to the integrity of independent research, the validity of a public consultation and the willingness of current politicians to consider the long term. As the lead consultant reported at the public meeting that political decisions had specifically restricted the scope of the research some logical cost saving options were not considered. These factors present the perception of this being a sham exercise and any good work arising from this project invalid.	General	Yes	The SMP has been drafted based on several scientific and engineering assessments, utilising the most relevant and available information to produce a plan that considers long term climate change for the Island. The Plan is tied back to the Government of Jersey's objectives of delivering a sustainable economy that respects the environment and improves social wellbeing. The policy options considered provide a balanced approach to meet those objectives. The policy options and underlying assessments have not been restricted; where the flooding findings are predicted to be less significant for the Island, that should be viewed with the knowledge that the results and underlying data have been independently scrutinised by the UK's National Oceanography Centre.
63	124004592	The deposition of erosional material will significantly affect our beaches and I would consider that the maintenance / clearance of those beaches should be considered as adaptive management as there are likely to be considerable costs to this work and it should be recognised and accounted for.	General	Yes	Beach replenishment is considered as part of the existing maintenance schedule under the policy option Maintain the Defence Line.
64		<p>Other visual presentations that I would have found useful to present the information and options might be:</p> <ol style="list-style-type: none"> 1. Overlays to show the incremental impacts from each subsequent time period island wide and/or by CMU 2. Overlays to show the incremental impacts under different policy options for each subsequent time period by CMU 3. And perhaps for differing event frequency probabilities? To facilitate public acceptance of unpalatable interventions, might presentation of the more frequent event probabilities (1 in 20 years; 1 in 40 years) have more meaning to us, the public, than focusing almost exclusively on the 1 in 200 years event (it probably won't happen in our lifetimes). <p>Apart from directly contacting the schools, are there no other channels that might be used to engage younger generations whether through Government departments or NGOs or other youth organisations? I found the answer about the protection of Elizabeth Castle concerning – that it was the responsibility of another section/organisation. Surely the preparation of the SMP has to have drawn in all the main actors/stakeholders/agencies?</p> <p>Theoretically, presenting impacts for a 'do nothing' policy option is logical, but I find this designation confusing. If I understand, this is not actually 'doing nothing' but doing something i.e. making a change to current practices but a 'negative' change is ceasing doing what is being done already by way of maintenance. Also, is this a realistic comparison for the cost benefit analysis in terms of the likelihood of the Government actually adopting this 'negative' approach? Doing 'nothing extra' might be clearer but then this risks confusion with the 'Maintain'.</p> <p>And does the 'Maintain' policy option actually cover two scenarios – the first being to maintain only what the Government is doing at present, throughout the all of the next 100 years. The second being to maintain into the subsequent time periods the extra interventions (e.g. through adaptive management or incremental sea defences and advancing the coastline) of the previous time period?</p> <p>I thought slightly more discussion of what was included under 'Adaptive Management' would have been useful.</p>	General	Yes	<p>This feedback is appreciated, and will be considered for any future public consultations in relation to the SMP and coastal management.</p> <p>In regard to the question about maintain: the 'Maintain the Defence Line' policy does cover those two scenarios. Where the policy is to maintain across all three epochs, the existing defences will be maintained for the next 100 years. Where the policy is adaptive management or advance the line for epochs 1 or 2, followed by maintain, the new defences will be maintained until the end for the plan period in 2120.</p>

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65		<p>1. This is not a consultation. It is a presentation of a plan without options.</p> <p>2. When I asked the lead consultant why particular options were not in the literature /research the presenting consultant stated that political decisions had ruled out a number of alternatives, indicating the scope of this work was unduly curtailed.</p> <p>3. The consultation is taking place during the summer months when schools are closed. In response to a question from the floor as to what engagement was planned with younger people the consultant stated they had tried to get into the schools but had not had a positive response, apart from one school who do not take exams. From her comments it was obvious that the team had failed to understand that the requested time was the last two weeks of the summer term when examinations are taking place. The consultation period ends in September when schools go back. The decisions taken in respect of the shore line plan will be for the next generations to fund and enjoy but there has been no meaningful attempt to engage with the younger population.</p> <p>4. I am not aware that special interest groups, such as RAMSAR committee, Boat owner's association, or the Chamber of Commerce have been engaged.</p> <p>5. For many years it has been a legal requirement in Jersey for planning applications to be placed on development sites so that those in adjacent properties can be notified of the changes. Although what is proposed is not a planning application, it is certainly and intention to develop or carry out works in the future. To that extent, and in the spirit of the Government's own laws, I question the extent of engagement that has taken place with those who own property adjacent to the coast line have been consulted. I suggest if people were to learn that an option to raise a sea wall by 1 or 2 meters in front of their property was being proposed this may cause some concern and distress, not to mention devaluation of their asset. The project team have identified the relevant properties so could have contacted property owners.</p> <p>6. The plan indicates that the St Ouen's bay section will be maintained at each stage. The argument put forward for this put forward at the meeting was to protect the eco systems in the St Ouen's bay area. However the current habitat in that area has only developed because a sea wall was built in the last 100 years. The protection of that wall has created today's habitat, but it is not a natural habitat. If the wall was not maintained and at some point in time the sea breached it, salt water would ingress to the dunes and eventually the area would return to its natural state, as it was 100 years ago. This would enhance the eco system and natural habitat of the area. The ecology argument aside, it makes no economic sense to fund this expanse of open sea wall when it only serves to protect a few properties. As an alternative strategy, The States could obtain compulsory purchase or compensation orders of those properties at risk at market value and still save tens of millions of pounds by not maintaining the wall. It is disappointing that such fundamental thinking was excluded from options put forward.</p> <p>7. The plan is silent on how increased sea levels may affect the areas of reclaimed land to the south of the Island which are known to contain pollutants. The plan makes no mention of the effects of increased water tables in these areas and there is no identifiable plan to 'tank' these pollutants.</p> <p>8. The remainder of the coastal protection plans seem sensible in intent and practice, although there has been little detail on exactly what the term 'active management' actually means. The information and literature could have been enhanced with indicative work types for specific locations.</p> <p>9. I am not sufficiently knowledgeable to question the data used in the modelling exercise. However, I was surprised at the limited areas of flooding expected both at 50 and 100 years. I would have expected a wider set of data sets and predictions to be presented. Instead the presentation and plan show well defined areas with hard lines drawn on 2 dimensional map recording areas that will be flooded and others that will not. My experience of modelling is that it should present a range of outcomes. The consultant also shared her doubts as to the final predictions on the maps presented, suggesting that a wider area of flooding could reasonably be expected. I very much want to protect our Island and want the right solutions. The plan as presented does not give me confidence that a sufficiently wide range of options and approaches have been given due consideration. The research appears restricted in scope and outcomes. I have no doubt this review will have cost the Island many thousands of pounds, but I personally do not believe it has added any real quality or reliability to the debate about how best to address the effects of climate change.</p>	General	Yes	<p>1. The consultation was on policy options. The implementation of policy options will be further consulted upon where works are proposed, and the stakeholder engagement process will consider carefully the views of consultees on any design proposals.</p> <p>2. The SMP has been drafted based on several scientific and engineering assessments, utilising the most relevant and available information to produce a plan that considers long term climate change for the Island. The Plan is tied back to the Government of Jersey's objectives of delivering a sustainable economy that respects the environment and improves social wellbeing. The policy options considered provide a balanced approach to meet those objectives and, in that sense, have not been curtailed. Where specific alternative policy options are identified, but don't currently feature in the draft policies, these can be considered if further details can be provided.</p> <p>3. Extensive planning has gone into the consultation process and timing, including a presentation to a local secondary school in St Helier (Haute Vallee). The consultation period lasted 12 weeks and coincided with other relevant consultation exercises for the Government. Whilst there were overlapping periods when schools are still in session, the whole of the school holidays offered an opportunity for young people of school age to review and comment on the draft plan.</p> <p>4. The public consultation exercise permitted the Government to reach as many people as possible, whether associated with special interest group or not. Follow-up engagement can be targeted appropriately, on special interest groups based on their member's consultation responses.</p> <p>5. The SMP is intended to improve the understanding of the shoreline and to plan for climate change. The plan will be used as evidence to inform the planning process. The implementation of proposed policies would be further consulted upon via specific stakeholder engagement in the area affected. This would enable those who are immediately affected and the wider community to provide their views, and the Government to consider and respond to those views fully.</p> <p>6. Managed Realignment (under the SMP's Adaptive Management policy) has not been determined as the most appropriate policy option for St Ouen's Bay. Previous studies, between 1995 and 2001, reviewed the feasibility of managed realignment in this location, and concluded it would not be a viable option to implement. The studies considered three options for managed realignment:</p> <ol style="list-style-type: none"> 1. Do Nothing: this would be achieved through an uncontrolled failure of the whole wall structure i.e. removing all maintenance activity and avoiding any intervention to repair wall damage; 2. Full Retreat of the Central Bay: this would involve removing a large, continuous, section of the wall structure in a controlled manner; and 3. Retreat of Selected Frontages: for this option only specific, separate, small lengths of the wall structure would be removed in a controlled manner. <p>The merits of each of the options were evaluated. Each option was predicted to incur high economic costs, and significant, intangible costs. Namely, these were heritage, environmental and recreational costs related to the loss of historic buildings and structures, saline habitats, fresh water habitats associated with St Ouen's Pond and beach access. Although each option demonstrated some economic and environmental benefits, these were not tangible, and were outweighed by costs. Since the existing area has seen very little development and landscape changes since the studies were completed, it would be appropriate to re-evaluate Managed Realignment at St Ouen's Bay again within the next SMP review cycle in 2029.</p> <p>7. The SMP has analysed flooding of the La Collette area and the predicted flooding is shown on the still water level flooding maps and overtopping maps. This shows that the flooding is not predicted in the La Collette area (owing to higher ground levels). Consideration of groundwater and pollutant interactions is beyond the scope of the SMP, but the Government are aware of the potential and will monitor accordingly.</p> <p>8. Within the SMP, there are examples of what adaptive management is, in relation to the CMUs where it is proposed. The specific details of what the defences will look like will be defined as part of the detailed design phase.</p> <p>9. The modelling analysis has been undertaken based on data, observations records and historical reports provided by the Government of Jersey, including Jersey Meteorological Office and the Ports of Jersey. The modelling and mapping methodology and results have been subject to independent review by the UK's National Oceanography Centre and verified by the Government of Jersey's historic flooding records and knowledge of the island. A range of outcomes has been presented through the use of different time periods (epochs) and different return periods, providing a range of frequencies for flooding event i.e. from a 1 in 1 year event to a 1 in 200 year event. The results of the modelling provide a robust basis for the appraisal of policy and the flood predictions will be revisited on the first review of the SMP in 2029.</p>

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66		<ul style="list-style-type: none"> Investment in sea defence is too back-loaded, with the most expensive work being proposed for Epoch 2 – (2040-2070). I consider that we need to do more work earlier and spread the cost, especially in St Helier harbour and Gorey. There is nothing to be gained by putting off the start of the work until later and a lot to be gained by smoothing out the annual cost of the work from the start. Slipways – many represent the weak points of our sea defences and will have to be modified in some way to raise their threshold. Obvious examples are La Haule, Le Hurel, La Mare and Gorey Village, but there are more. The one at Green Street was recently raised by increasing its' slope, but this will need to be raised again and will mean a loss of practical use as the slope becomes too large. I propose trialling a right-angled bend approach – this leaves the current slope of the slip untouched, but at the top end, a curved addition is introduced, continuing the slope upwards and moving the access point several metres, or tens of metres laterally until a safe access height is reached. The original access point is then blocked up. CMU 1.5 – St Aubin's Bay: Advancing the line should be considered to include two significant options – at least one of which is known to be under consideration. <ol style="list-style-type: none"> Extend the dual carriageway from Bel Royal to St Aubin – this has the benefits of complete flood protection, improving traffic congestion particularly to Beaumont, La Haule Hill & Mont les Vaux, provide parking for St Aubin and improving the western cycle track. This should be considered in conjunction with the Sustainable transport policy and the population policy, but unless there are radical changes coming from either, the traffic in this area will continue to get worse. To raise defences of the existing wall may prove a costly waste if this option is enacted afterwards. Build the proposed tidal lagoon from Noirmont to St Helier to generate electricity. Although it seems unlikely that this would prove cost-effective, this should be established before any more work is done to raise the existing walls, as it would remove the need to do so. This policy should therefore be developed in conjunction with that considering the barrage and our future energy needs. CMU 1.6 - St Helier Harbour. It is imperative that Ports table a masterplan than integrates with SMP and South-west St Helier masterplan – for example, the previously proposed removal of commercial shipping from New North Quay to La Collette, enabling the installation of lock gates across Albert & Victoria pier heads would protect all assets inside the old harbour, instead of having to create a setback defence which does not protect heritage piers or numerous commercial operations. This would also add connectivity to the area as part of the SW St Helier masterplan. It is unacceptable that PoJ's plans have so far remained unknown in both consultations, simply because they are now corporatised and at arms-length from Government. CMU 1.8- Havre des Pas. I recommend consideration of changing the Policy option for Epoch 1 from Adaptive Management to Advance the Line. This on the basis that due to the separation between main road and seawall north of the bathing pool being the width of a pavement, it is unlikely that adaptive changes will be able to maintain – let alone increase – this separation. The sustainable transport policy aims to increase cycling and walking, but the cycle track from Corbiere finishes abruptly at the Fort d'Auvergne Hotel and for there to be any chance of continuing this eastward, more separation is required – ideally about 6 metres. This would enable more robust sea defences to be installed as well, without removing amenity access to the beach and pool. The advanced line should be extended to the east end of CMU 1.8. I also recommend a change to the slipway with a right-angle bend as described separately, moving the access point several metres to the east and raising the access point to a safe height. CMU 1.9 – La Greve d'Azette. I recommend changing the policy from Adaptive Management to Advance the line, on the same basis (but perhaps a longer timescale) as I propose for CMU 1.8. This could similarly incorporate an extension to the eastern cycle track and a right-angle extension to La Mare slip, as previously described, moving its' access point tens of metres to the east and raising it to a sae height. <p>• CMU 2.1 – Royal Bay of Grouville. There is a substantial weak point at Le Hurel slip, where the roadway floods on every large spring tide at present, a point that seems to be downplayed in the report, requiring the police to close the road. Le Hurel is an ideal candidate for my suggested trial of the introduction of a right-angle addition, bringing the access point of the slip further north or south and raising it to a safe height, closing the current access point.</p> <p>• CU 2.2 – Gorey Harbour. Gorey Village slip represents a very significant weak point, with only the width of the road separating a slipway access point from the low-lying land in Old Road and New Road. This slip appears to represent a high priority for protection, perhaps with my suggestion of a right-angled bend, taking the access point to the north and raising it to a safe height. As a result, I recommend raising the priority in Epoch 1 to Adaptive Management. The second area of concern in this CMU is Gorey pier, where the roadway from The Moorings Pub to the end of the pier has flooded above road level more than once in recent memory. This area needs added protection to safeguard the pier properties in Epoch 1 – not Epoch 2. Again, a potential issue here is that the pier falls under the responsibility of Ports of Jersey, so knowledge of their plan is essential, and if necessary, their plan influenced by Government.</p>	General	Yes	<p>Slipways - the maintenance of slipways across the coastline will be considered within the maintenance schedule for coastal defences, and not as a part of this SMP.</p> <p>CMU 1.5 St Aubin's Bay - consideration of specific schemes as part of the Advance the Line policy at St Aubin's Bay will be considered at the design stage. The schemes proposed will then be subject to further public consultation, to ensure that any new defences will be acceptable to the community. Further information will be provided on this at the design stage.</p> <p>CMU 1.6 St Helier - the development of defences at the Port of St Helier in 2040 will consider any existing plans developed by the Ports of Jersey.</p> <p>CMU 1.8 Havre des Pas - the proposed policy option for Havre des Pas has been re-evaluated, considering consultation response. The proposed policy for epoch 1 is now a dual policy of advance the line and adaptive management for epoch 1. This will involve improving the defences to a 1:200 year standard of protection, and in localised areas, could include advancing the defence line seaward. Any scheme proposed will be subject to further public consultation to consider these comments. Further information will be provided on this at the design stage.</p>
67		<p>I think it important that you should that the Plan should be referred to as 'Shoreline Management Plan - Climate Change' as opposed to other issues that might relate to the Management of the Shoreline not necessarily related directly to Climate Change.</p> <p>I think that the term Shoreline needs to be defined very precisely both in wording and on definitive maps so that ownership and the duties and responsibilities are clearly defined.</p> <p>I think also that, in considering any construction work relating to Climate Change, any plan should bear in mind that the island's coastal path should be located along the shoreline and incorporated in such work. Large areas of the south west coastal path follow an inland route with no view of the sea or coast being fenced off with barbed wire so as to prevent the public entering onto private property.</p> <p>It is understood that HM the Queen 'gifted' the Shoreline to the islanders. They deserve to know precisely what they were gifted and agree any plans related to it.</p>	General	Yes	<p>The Shoreline Management Plan is based on international best practice in its approach, and climate change is embedded in the plan. The plan sets out its remit upfront and it is clear that its focus is to understand the coastal flooding and erosion risks today and for the next 100 years. The maps have been produced with the knowledge of the location of Government of Jersey assets so it can plan, manage and implement changes; it is beyond the remit of the plan to identify specific responsibilities of 3rd parties but climate change should be an important consideration. Land owner responsibilities are covered by other Government legislation, policies and byelaws.</p> <p>Consideration of amenity benefits is part of the integrated policy appraisal, and that includes the importance of maintaining existing coastal access where it is permitted. Modification of existing pathways to reposition them to the coast is beyond the remit of the plan, particularly when the paths cross private land.</p>
68	121348156	I do not agree with building new coastal defences seaward, unless renewable energy generation can be integrated into the new defences.	CMA 1	Yes	
69	121892763	There was little detail on the phrase active management at the public meeting. Certainly no specific indication of what 'might' be done in any particular area. No examples were provided. On this basis I question the ability to cost what active management will be required.	CMA 1	Yes	A Non-Technical Summary has been produced as part of the SMP, which summarises the SMP and provides response to these comments.
70	123342049	I don't know enough about it but if 'advancing the line' impact recreational and sporting activities in St Aubin's? If so, I do not support	CMA 1	Yes	

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71	124004592	Mindful of the extent of 'soft cliff' at Noirmont and La Housse, the options proposed acknowledge that there will be coastal erosion in these areas. Some adaptive management should be considered in these areas, which could comprise of establishing for example tree planting schemes in appropriate locations which may help to bind the soil and contribute to a natural defence as trees fall and lie on the shoreline.	CMA 1	Yes	
72	126862051	The property owners in this area are well aware of the dangers and some have taken measures to mitigate them, such as building their own sea walls. Raising community awareness would seem to rather pointless in this area.	CMA 1	Yes	
73	127910030	Any "Advance the line" policy should only be used where there is significant risk of flooding or erosion.	CMA 1	Yes	
74	125451969	Not sure about the area from Fliquet to La Coupe, there is already significant erosion there.	CMA 3	Yes	
75	124004592	This is an extensive length of coast and depending on patterns of erosion, in the long term there may be some adaptive response required. La Perruque is an historical land fill / dump and some work may be required to protect or remove what is there to stop materials from washing into the sea. I understand that there is significant potential for pollutants to be washed out of the dump sites.	CMA 4	Yes	
76	127126413	There is serious over-topping / high incidence of spray on high tides / strong westerly winds that probably need addressing to protect vital sensitive environments inland.	CMA 5	Yes	
77	124004592	I would be surprised if there is not a demand to protect historical and archaeological features along this, as well as other sections of coastline. Public money is currently being spent to despoil the geological SSI at La Cotte and there are numerous other features along this stretch of coastline. I wonder what adaptive management is being considered in St Brelade bay? I would suggest that there will be high demand to 'maintain the defence line' in this area. Areas such as Portelet Bay - among many other stretches of coastline, especially where there are sandy beaches, will be despoiled by erosion of land and especially property and I expect that there will be public demand to react to / clear up erosional material, especially if tourism is still an economic activity in the medium to long term.	CMA 6	Yes	
78	126861110	I think the method and process is very good and am pleased that real action is being taken to ameliorate the effects of global heating. I did not really understand the argument that new amenity space could be created - surely by pushing out the defences you are just creating a new place to be flooded when sea levels rise? If you create new space, then it will get built one (e.g. West of Albert) and future generations will have the problem all over again.	General	Yes	
79	127363416	I do support the general principles contained in the document, which I think have been well thought-out. The proposals blend a considered and balanced approach to the challenge presented by climate change. In particular, the idea that not all areas can be fully protected all of the time should give islanders a serious point on which to reflect. I am also intrigued by the 'advance the line' notion, which could offer some significant opportunities, especially if focussed in St. Helier, or other urban areas. I see that the document stopped short of the 'tidal barrage' idea, which has been doing the rounds. Perhaps this could have been included for discussion purposes, to start feeding this into the public consciousness as part of a gentle approach.	CMA 1	Yes	
80	127878549	Allowances for rising Sea level and increased surge and storm ferocity seems underestimated. IPCC study (25/09/19) suggests sea level rise by 2100 could be 1.1m (worst case), and increase is speeding up. We should plan for the worst case. After 2100, the sea level will continue to rise and more preparation now will not be wasted.	General	Yes	
81	127910030	I am generally supportive of the proposals to manage sea defences, but believe that further land reclamation should be considered only in the most exceptional circumstances and not in the context of a plan of this nature. Any further extension of the Island's limits will undoubtedly have some impact on tidal or current flows and should not be "pre-approved" in such a generalised way as is suggested by the broad wording of the "Advance the line" policy.	General	Yes	
82		P18 of PDF, p6 of text -Third paragraph: Predicted overtopping rates include green water discharge and splash, but it has not been possible to model the effect of wind on overtopping using currently available models. The effect of wind on waves breaking against sea defences is not insignificant in determining the amount of water and debris blown onshore, as evidenced along Victoria Avenue on occasions when one or both carriageways have had to be closed. As well as wind strength, wind direction can be critical. It is possible to stand on top of the sea wall at, for example, Le Port, in St Ouen's Bay at high tide and remain dry when large swell waves are breaking in an offshore breeze. In a westerly wind the result would be a drenching and a car park with extensive pools of standing sea water.	Appendix B - Hydraulic Modelling Report	Yes	It has not been possible to consider the effect of wind on wave overtopping accurately. Although strong winds may cause spray over the top of the defences, the volume of water generated by strong winds alone is not large.

