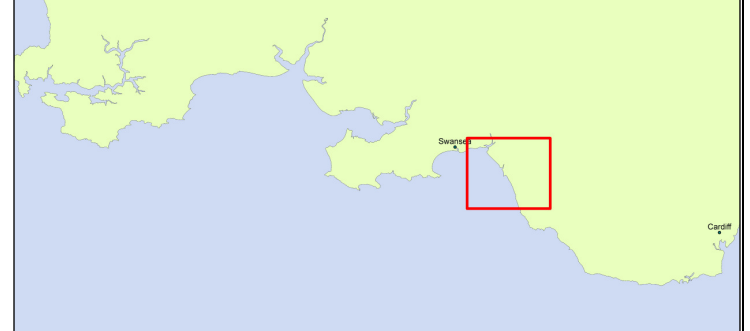


## Skер Point to Swansea Docks (8)



### Recommendations:

#### Long Term Plan

This frontage comprises the heavily developed and modified shores of Port Talbot and the Neath Estuary, with various revetments, defences, breakwaters and structures associated with the Port of Port Talbot. Prior to development this coastline would have been characterised by extensive sand dune systems, although only two dune areas remain, Kenfig Burrows and Margam Burrows (to the south of Port Talbot) and the smaller Crymlyn Burrows (to the north of the Neath Estuary).

The plan is to continue to manage the risk of coastal erosion and flooding to industrial, residential, non-residential, commercial and amenity assets along the coast, whilst enabling natural evolution of the dunes.

There are significant linkages and interdependencies along this frontage and its future evolution, will be dependent upon future management strategies for Port Talbot steelworks, the Port of Port Talbot and the Neath Estuary, which includes the Port of Neath and various leisure functions.

Location (Policy Unit)		Preferred SMP2 policy and approach to implementing the Plan		
		0-20 years	20-50 years	50-100 years
8.1	<b>Skер Point to Afon Cynfig (Kenfig and Margam Burrows)</b>	A policy of <b>managed realignment</b> is proposed to allow this largely undeveloped extensive dune system to respond and evolve naturally with minimal interference. This will enable long term habitat management and introduction of measures to manage and control recreational pressures. There is little risk of breach or adverse impact on the wider shoreline or hinterland.		
8.2	<b>Port Talbot steelworks</b>	The policy is to <b>hold the line</b> , maintaining and upgrading existing defences (privately funded) in response to future climate change/ sea level rise as required. This will continue to manage the risk of coastal erosion and flooding to the industrial area and minimise the risk of potentially contaminated material from being released into the coastal zone.		
8.3	<b>Port of Port Talbot (including River Avon)</b>	The policy is to <b>hold the line</b> , maintaining and upgrading the existing defences (privately funded) as required to ensure that the risk of coastal erosion and flooding to the industrial area is managed. The maintenance and upgrading of structures and operations associated with the Port of Port Talbot (breakwaters and maintenance dredging) is the responsibility of the port authority. Port structures are not considered by the SMP, since they do not comprise coastal erosion and risk management measures. However since port structures provide a defence function it has been assumed that they will be maintained throughout the period of the SMP.		
8.4	<b>Port of Port Talbot to Baglan Burrows (Aberavon Beach)</b>	The policy is <b>hold the line</b> , maintaining, upgrading and replacing defences in response to future climate change/ sea level rise, subject to the availability of public funding for coastal erosion and flood risk management. There are a large number of socio-economic assets at risk from coastal erosion and flooding along this frontage along with the risk that potentially contaminated fill could be released into the coastal zone.		
8.5	<b>Baglan Burrows</b>	The policy of <b>managed realignment</b> will enable the dune system to function naturally, with minimal interference and monitoring, with the option to construct a secondary set back defence if there is a risk of the dunes breaching. This will minimise the risk of coastal erosion and flooding to hinterland assets, including a power station, industrial area and potentially contaminated land.		
8.6	<b>Neath Estuary</b>	Maintain and upgrade existing defences under a policy of <b>hold the line</b> to minimise the risk of coastal erosion and flooding to assets and to manage the risk of potentially contaminated fill from being released in the estuary and coastal system. The maintenance and upgrading of structures and operations associated with the Port of Neath (training walls, maintenance dredging of the navigation channel and deposition of dredged material in areas within the Estuary adjacent to the navigation channel) is the responsibility of the port authority and it has been stated that these will be managed in future to ensure that the port and other leisure functions are maintained. Port structures are not addressed by the SMP, since they do not comprise coastal erosion and risk management measures, but have been included for completeness.		
8.7	<b>Crymlyn Burrows (River Neath to Former BP tank farm)</b>	This is a largely undeveloped dune system, which also affords some protection to the nature conservation site of Crymlyn Bog. To allow this largely undeveloped extensive dune system to respond and evolve naturally, a long term policy of <b>managed realignment</b> is proposed. This will enable long term habitat management and introduction of measures, as necessary, to control recreational pressures and also to manage any potential risk to the A483, which runs behind the dunes.		
8.8	<b>Former BP tank farm</b>	The short term policy is to <b>hold the line</b> by maintaining existing defences, whilst decontamination of the site is completed in advance of the proposed Bay Science and Innovation Campus development. It is unlikely that maintenance of existing defences would attract public coastal erosion and flood risk management funding, due to the limited number of socio-economic assets which are currently at risk.	Assuming that the Bay Science and Innovation Campus development is progressed in the medium/ long term, this will involve the construction of new defences along this frontage under a policy of <b>hold the line</b> , following decontamination of the site and subject to obtaining the necessary consents, licences and approvals. It is unlikely that these defences would attract public coastal erosion and flood risk management funding. In advance of the development studies will need to be undertaken to identify the potential impacts of the development on the adjacent environmentally designated area of Crymlyn Burrows and potential impacts of future climate change in order to develop suitable mitigation measures. The potential risk of outflanking of the development following failure of the existing defences along the frontage to the west (between the development and Swansea Docks) also needs to be considered and addressed.	

A review of the impacts of the preferred SMP2 policies on coastal evolution and behaviour is provided in Appendix E: Policy Development and Appraisal, Section E1.3.

#### Policy sensitivities and key uncertainties (further detail is included in Appendix K)

All units: the interlinkages along this frontage mean that most of the shoreline would be sensitive to changes in the Neath Estuary, either natural or due to modifications in how the estuary is managed.

Policy unit 8.1 – although the policy is unlikely to change, the long term risk to the M4 motorway, if the dunes become significantly more mobile, should be considered.

Policy unit 8.2 - the policy is sensitive to future private investment in maintaining and improving defences along the Port Talbot steelworks industrial site, if existing defences are allowed to fail there is a risk of potentially contaminated fill being eroded and released into the coastal zone.

Policy unit 8.3 – hold the line involves continued maintenance and upgrading of structures (breakwaters) and operations (maintenance dredging of navigation channel) for the Port of Port Talbot, which is subject to future management plans for these ports, future investment and the availability of private funding, since these structures/ operations are not covered by public funding of coastal erosion and flood risk management.

Policy units 8.4 and 8.5 – maintaining and upgrading existing defences (in response to future climate change/ sea level rise) is subject to the future availability of public funding for coastal erosion and flood risk management. Along these frontages the cost of implementing the preferred policy could be sensitive to future climate change (sea level rise, increased storminess) which would affect exposure of defences, and also result in changes to the sediment regime. The sediment regime could be affected by changes in management practices elsewhere within Swansea Bay (e.g. maintenance dredging of navigation channels) and bathymetric changes.

Policy unit 8.6 – hold the line involves continued maintenance and upgrading of structures (training walls) and operations (maintenance dredging of the navigation channel) for the Port of Neath, which is subject to future management plans for this port, future investment and the availability of private funding, since these structures/ operations are not covered by public funding of coastal erosion and flood risk management. It has been assumed that training walls would be maintained/ improved and regular maintenance dredging of the navigation channel undertaken. Without maintenance the training walls would be expected to continue to fail in the short-term (0-20 years). It is likely they would continue to have some influence beyond this as they are substantial structures which would degrade slowly. Ultimately, however, the channel could break through and be free to meander across the intertidal zone, potentially impacting on the adjacent shorelines, policy units 8.5 and 8.7, and it is therefore recommended that the feasibility of these policy options is reviewed as part of the next SMP review. Although policy decisions along adjacent stretches of coast are unlikely to change, the implementation measures may also need to be reviewed at this stage.

Policy unit 8.7 – The future evolution of this frontage and the long term sustainability of this policy is dependent upon the future evolution and policy within adjacent policy units PU 8.6: Neath Estuary (continued maintenance dredging of the navigation channel and deposition of dredged material onto Crymlyn Burrow) and PU 8.8: Former BP tank farm.

Policy unit 8.8 This policy is sensitive to the future development plan, which is likely to involve private funding of defence improvements, subject to consideration of the potential impact on the adjacent shorelines and obtaining the necessary consents, licences and approvals.

#### **Changes from present management / SMP1 policy<sup>1</sup>**

Overall, these policies have not changed significantly since SMP1.

Policy unit 8.5 – Rather than hold the line (as proposed in SMP1), managed realignment is proposed, but this could involve provision of set back defences and the aim remains the same, namely to manage the risk of coastal erosion and flooding to the industrial area.

Policy unit 8.6 – SMP1 stated the need for a strategy study to develop and examine a range of future management options for Neath Estuary. The SMP2 proposes a hold the line policy in advance of undertaking this study.

Policy unit 8.7 – SMP1 stated that the anticipated long term policy was unknown and currently the present management is hold the line.

<sup>1</sup> The SMP1 documents should be referred to for more details as unit boundaries do not always align with SMP2 policy units and the policies refer to different time periods.

<b>Skер Point to Swansea Docks (8)</b> (this is a summary of impacts, for full details see <b>Appendix G SEA Report</b> )	
<b>Issue</b>	<b>Appraisal</b>
<b>Receptor: Property, population and human health</b> Aberavon is the only residential area along this heavily industrialised frontage. The coast is defended except at Kenfig and Margam Burrows, Baglan Burrows and Crymlyn Burrows.	
Will SMP policy maintain coastal settlements and manage the impact of coastal flood and erosion?	+ The plan will continue to manage flood and erosion risk to Aberavon through managing and upgrading of existing defences, subject to the availability of public funding for coastal erosion and flood risk management.
Will SMP policy directly increase the actual or potential coastal erosion or flood risk to communities?	+ There is little proposed change to existing policy along this frontage, reducing the risk of coastal erosion and flooding to residential areas is a key policy driver.
Is SMP policy sufficiently flexible to take account of dynamic coastal change?	- Maintenance and upgrading of existing defences (subject to the availability of public funding for coastal erosion and flood risk management) along the majority of this frontage would fix the shoreline position, reducing the potential for future dynamic coastal change. However this frontage has been highly modified in the past, since prior to development it would have been characterised by extensive sand dune systems.  + Areas of undeveloped dunes would be allowed to develop and respond naturally.
Could there be a detrimental impact on the fabric of coastal communities?	+ Ongoing maintenance and upgrading of existing defences will continue to manage risk of coastal erosion and flooding to coastal communities.
<b>Receptor: Land use, infrastructure and material assets</b> This frontage is highly industrialised and includes Port Talbot steelworks, the Port of Port Talbot, Baglan Bay power station and industrial estate and the Port of Neath.	
Will SMP policy maintain key industrial, commercial and economic assets and manage the impact of coastal flooding and erosion?	- The Plan will manage the risk to key assets through maintenance of existing defences. Defences would be upgraded as required to continue to provide a suitable standard of protection, subject to the availability of funding.
Will the SMP policy ensure critical services and infrastructure remain operational, for as long as required?	+ The risk of coastal erosion and flooding to critical services and infrastructure would continue to be managed. The recommended policy at Baglan Burrows is managed realignment to enable the dune systems to function naturally with minimal interference. However the development of the dunes will be monitored and if there was a sufficient risk of a breach in the dunes, secondary defences would be provided inshore of the dunes to manage the risk of coastal erosion and flooding to industrial assets.  + There would be no risk to critical marine, road and rail linkages.
Will there be an impact on marine operations and activities?	+ It is assumed that the port structures (breakwaters and training walls) would be maintained and maintenance dredging of navigation channels would be continued to enable marine operations and activities to continue at the Port of Port Talbot, the Port of Neath and within the Neath Estuary.
Will SMP policy impact coastal flooding or erosion on agricultural activities?	x There are no agricultural activities along this shoreline.
Will the SMP policy ensure that MoD (Qinetiq) ranges remain operational?	x There are no MoD (Qinetiq) assets along this shoreline.
<b>Receptor: Amenity and recreational use</b> The coastal settlement at Aberavon includes a range of leisure, amenity and recreational facilities including a wide promenade, and an amenity beach.	
Could the SMP policy have an impact on tourism in the area?	+ Continued maintenance and upgrading of defences along Aberavon will manage the risk of coastal erosion and flooding to leisure, amenity and recreation facilities.  - Defences will prevent natural roll-back of the beach, therefore beach narrowing and steepening will occur in response to sea level rise.
Will SMP policy affect coastal access along, or to, the coast?	x There is limited public coastal access along approximately half of this coastline as a result of industrial development. The public can access the coast at Aberavon and through the following dune systems: Kenfig and Margam Burrows, Baglan Burrows and Crymlyn Burrows.
<b>Receptor: Historic environment</b> Kenfig Castle and Medieval Town Scheduled Monument is located near the M4 within Kenfig Burrows. There are also a number of listed buildings in Aberavon and numerous wreck sites on the foreshore and in the intertidal area.	
Will SMP policy maintain the fabric and setting of key historic listed buildings, cultural heritage assets and conservation areas?	x Kenfig Castle and Medieval Town SM is not at risk, due to its position inland.  + No risk to listed buildings at Aberavon due to maintenance of the existing defences.  - Listed buildings associated with the Port of Port Talbot are likely to suffer periodic flood risk due to overtopping as sea level rises.  - There is a risk of erosion or submergence of the various wreck sites. The level of this risk is dependent on erosion rates and rates of sea level rise.



<b>Sker Point to Swansea Docks (8)</b> (this is a summary of impacts, for full details see <b>Appendix G SEA Report</b> )	
<b>Issue</b>	<b>Appraisal</b>
Will the SMP provide sustainable protection of archaeological and palaeo-environmental features or ensure adequate time for monitoring, assessment and mitigation measures to be devised in response to ongoing and future erosion.	<ul style="list-style-type: none"> <li>+ Maintenance of defences at Aberavon will ensure that archaeological assets will continue to be managed.</li> <li>• Where there are wreck sites on the foreshore and in the intertidal areas, there is risk of flooding and erosion, which would not be affected by SMP policy. Monitoring and mitigation measures would be dependent on rates of natural erosion and sea level rise.</li> </ul>
<b>Receptor: Landscape character and visual amenity</b> The landscape of this frontage is varied. The dune systems, particularly Kenfig and Margam Burrows are expansive, undeveloped areas. However, the majority of the frontage is heavily industrialised.	
Will SMP policy maintain a range of key natural, cultural and social features critical to the integrity of the coastal landscape?	<ul style="list-style-type: none"> <li>+ For much of this shoreline there is no proposed change from existing policy, therefore minimal change to the landscape, particularly in the short term. This would enable the natural and industrialised landscapes to be maintained, and the visual contrast between them.</li> <li>- Defences may need to be raised in response to future climate change and sea level rise to continue to provide a suitable standard of protection with respect to coastal erosion and flooding. Providing raised defences may affect visual amenity, particularly along the promenade at Aberavon.</li> </ul>
Could SMP policy lead to the introduction of features which could be unsympathetic to the character of the landscape?	<ul style="list-style-type: none"> <li>+ There is no intent to provide defences along any currently undefended sections of this frontage, other than set-back defences at Baglan Burrows.</li> <li>+ Although there may be a need to construct set-back defences at Baglan Burrows, these would not be expected to adversely affect the character of the landscape due to its industrial nature.</li> </ul>
<b>Receptor: Biodiversity, flora and fauna</b> Although this shoreline is largely industrialised, there are a number of designated sites: Kenfig SSSI, Crymlyn Burrows SSSI, Kenfig Pools and Dunes National Nature Reserve and Kenfig Special Area of Conservation.	
Will SMP policy enable a sustainable approach to habitat management?	<ul style="list-style-type: none"> <li>+ There are no new defences proposed in currently undefended areas, other than set-back defences at Baglan Burrows, therefore this is considered a sustainable approach to natural evolution of the coastline and its habitats.</li> <li>+ At both Kenfig Burrows and Crymlyn Burrows a policy of managed realignment is considered sustainable and would allow natural coastal processes to continue, but with the option of implementing small-scale management techniques, if necessary, to improve or maintain habitats.</li> </ul>
Will SMP policy maintain or enhance any international, national or local sites of natural conservation interest?	<ul style="list-style-type: none"> <li>• Natural erosion of foredunes at Kenfig Burrows and Crymlyn Burrows could occur as sea level rises. There may also be some change in habitats within the dunes if flood risk increases. However, dune systems would be expected to maintain their overall integrity.</li> <li>+ Local dune management techniques could be implemented, as required, at Kenfig Burrows and Crymlyn Burrows in order to maintain or enhance the dune systems.</li> <li>+ The recommended policy of hold the line within the Neath Estuary assumes that the training walls would be maintained and that maintenance dredging of the navigation channel would continue. The training walls would continue to trap sediment on the west and manage the risk of coastal erosion to Crymlyn Burrows. Material dredged from the navigation channel has previously been deposited onto Crymlyn Burrows to enhance the habitat, and this could be repeated in future.</li> </ul>
Will SMP policy <u>accelerate</u> intertidal narrowing (coastal squeeze) and will this affect designated habitats?	<ul style="list-style-type: none"> <li>+ These dune systems would be allowed to evolve naturally, leading to natural coastal narrowing as sea level rises, if the stable vegetated dunes prevent retreat.</li> </ul>
Will there be a net loss of BAP habitat within the SMP timespan as a result of SMP policy?	<ul style="list-style-type: none"> <li>- Loss of peat exposure with and without piddock evidence due to MR at Kenfig Burrows and due to sea level rise at Port Talbot Steelworks. This would occur in the short term, medium and long term.</li> <li>- Narrowing of intertidal habitat at Neath Estuary due to provision of defences.</li> </ul>
<b>Receptor: Earth heritage, soils and geology</b> Crymlyn Burrows SSSI is noted for its geomorphology and geology.	
Does SMP policy work with natural processes and enhance or maintain natural features?	<ul style="list-style-type: none"> <li>+ The SMP plan is to allow natural coastal evolution along the designated frontage, thereby working with natural coastal processes.</li> </ul>
Will SMP policy maintain or enhance the visibility of coastal geological exposures, where designated?	<ul style="list-style-type: none"> <li>x There are no designated geological exposures.</li> </ul>
<b>Receptor: Water</b> There are numerous coastal, freshwater, transitional (areas of water near river mouths, which are partially saltwater but are influenced by freshwater) and groundwater bodies in the SMP2 area that have the potential to be affected by SMP2 policies.	
Will SMP policy manage the risk of pollution from contaminated sources?	<ul style="list-style-type: none"> <li>+ The recommended policy is for hold the line along the majority of this heavily industrialised frontage where there is significant contamination risk. At Baglan Burrows, where there are currently no defences, the policy allows for the construction of set back defences</li> </ul>

Sker Point to Swansea Docks (8) (this is a summary of impacts, for full details see <b>Appendix G SEA Report</b> )	
Issue	Appraisal
	should the risk of coastal erosion and flooding to Baglan Bay power station and the industrial hinterland increase. The former BP tank farm at the western end of the frontage is currently being decontaminated, and the policy is to hold the line at least until this process is complete.
Will SMP policy adversely affect water bodies in the coastal zone?	<ul style="list-style-type: none"> <li>+ Increased extents of naturally functioning coastline will result in the Swansea Bay water body from MR at the burrows at Kenfig and Margam (PU8.1), Baglan (PU8.5) and Crymlyn (PU8.7), which supports WFD objectives.</li> <li>- Elsewhere, HTL is likely to result in loss of intertidal habitats with sea level rise, and may have consequences for biological quality elements and risk failure of the WFD objective related to future achievement of good potential in the Swansea Bay water body (currently bad potential).</li> <li>• HTL at PU8.3 is unlikely to affect WFD objectives for the Afan water body, which is already at good potential. HTL at the PU8.6 should benefit biological quality elements in the Neath water body (already at good potential) since the channel training walls encourage sedimentation and intertidal habitat.</li> <li>• The Swansea Southern Carboniferous Limestone and Swansea Carboniferous Coal Measures groundwater bodies and river and lake surface water bodies will be unaffected.</li> </ul>

Impact colour key	+ Positive	• Neutral	- Negative	x Not applicable
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Sker Point to Swansea Docks (8)							
ACTION PLAN							
Action	Action Ref	Policy Unit	Action Description (to be approved)	Potential source for funding (subject to approval)	Responsibility Lead partner * (supporting partners)	When by (subject to funding)	
<b>1. Studies for Scenario Area</b>							
<b>2. Studies for Policy Units</b>							
	2.1	8.2	Engage with and encourage Tata Steel to undertake a study to identify the current and future risk of coastal erosion and flooding to Port Talbot steelworks and associated infrastructure to enable a long term sustainable flood and coastal erosion risk management plan to be developed for the site. This should include a study into the nature of the potentially contaminated land which is potentially at risk from coastal erosion. Ensure that any future management plans are monitored and used to inform and, where appropriate, update the SMP.	Tata Steel	Tata Steel (Neath Port Talbot County Borough Council and EAW)	0 to 20 years	
	2.2	8.3	Engage with and encourage ABP to undertake a study to identify the current and future risk of coastal erosion and flooding to the Port of Port Talbot and associated infrastructure to enable a long term sustainable flood and coastal erosion risk management plan to be developed for the site. Ensure that any future management plans for the Port of Port Talbot including future maintenance dredging are monitored and used to inform and, where appropriate, update the SMP.	ABP	ABP (Neath Port Talbot County Borough Council and EAW)	0 to 20 years	
	2.3	8.4, 8.6 and 8.8	Undertake a scoping assessment to identify when a feasibility study of the upgrading/improvement options to existing defences needs to be carried out and/or identify the criteria/factors that could trigger this feasibility study. The timing of this feasibility study will be influenced by factors such as: rising frequency of flooding risk of coastal erosion, type of receptors at risk, depths and velocity of flooding, residual asset life and consideration of alternative funding options where it is not possible to justify public investment in coastal erosion and flood risk management.	WAG	Neath Port Talbot County Borough Council & City and County of Swansea	0 to 20 years	
	2.4	8.6	Ensure that any future management plans for the Port of Neath including future maintenance dredging and proposals wrt the training walls are monitored and used to inform and, where appropriate, update the SMP.	WAG/ Private developer	Neath Estuary Group (Neath Port Talbot County Borough Council)	Ongoing	
	2.5	8.8	Undertake studies to identify the potential impacts of the proposed Bay Science and Innovation Campus development on the adjacent environmentally designated area of Crymlyn Burrows and potential impacts of future climate change. The potential risk of outflanking of the development from the undefended frontage to the west also needs to be considered and addressed.	Private developer	ABP (Private developer, City and County of Swansea)	0 to 20 years	
<b>3. Strategy</b>							
	3.1	8.6	Undertake Neath Estuary strategy study to consider the technical, socio-economic and environmental viability of a wide range of alternative management options to identify a long term sustainable solution for the management of the Neath Estuary and the adjacent Baglan Burrows and Crymlyn Burrows. The study should consider the following existing and future coastal/estuarine processes and sediment regime under a range of future climate change scenarios, current and future coastal erosion and flood risks, future climate change impacts, environmental issues, constraints and opportunities, Port of Neath current operations and future development aspirations, leisure and amenity uses of the estuary, alternatives for managing the training walls and the maintenance dredging regime, socio-economic issues, alternative sources of funding to enable management of, sources of potential investment in the area and the nature of potentially contamination areas at risk from erosion.	WAG/ Private developer	Neath Estuary Group (Neath Port Talbot County Borough Council)	0 to 5 years	
<b>4. Scheme work</b>							
	4.1	8.4	Continued maintenance and upgrading of existing defences along the Aberavon seafront to continue to manage the risk of coastal erosion and flooding to the hinterland, subject to the future availability of public funding for coastal erosion and flood risk management	WAG	Neath Port Talbot County Borough Council	0 to 20 years	
	4.2	8.5	Develop a scheme for provision of a set-back defence to manage the risk of coastal erosion and flooding to the industrial area inshore of Baglan Burrows which could be implemented quickly if dune monitoring identifies that there is a potential risk of a breach in the dunes.	WAG	Neath Port Talbot County Borough Council	0- to 20 years	
	4.3	8.6	Implement recommendations of the Neath Estuary strategy study.	WAG	Neath Estuary Group	0 to 100 years	
<b>5. Monitoring (data collection)</b>							
	5.1	8.5	Develop a bi-annual monitoring regime (in advance of winter and following winter) to assess the condition of the dunes at Baglan Burrows (and the surrounding area including Neath Estuary and Crymlyn Burrows) to enable the	WAG	Neath Port Talbot County Borough	ASAP	

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			potential risk of a breach in the dunes over the winter period to be assessed.		Council	
	5.2	All	Undertake beach and coastal defence asset monitoring to inform further studies and future SMP reviews. In particular, estuary morphology and dune recession rates, should be monitored. This information should not only be used in future coastal management, but also to assist in stakeholder liaison by use of data in public education campaigns.	WAG	Coastal Group (Wales Coastal Monitoring Centre)	0 to 100 years
	5.3	All	Continue with existing beach profile monitoring programme and provide information to the Wales Coastal Monitoring Centre for storage and analysis. Use beach profile data to identify the future risk of undermining and overtopping of existing defences.	WAG	Coastal Group (Wales Coastal Monitoring Centre)	0 to 100 years
	5.4	8.2 to 8.6 & 8.8	Undertake periodic defence inspection, including condition assessment and photographs. Confirm defence crest levels.	WAG	Coastal Group (Wales Coastal Monitoring Centre)	0 to 20 years
	5.5	All	Undertake further studies, and associated modelling, to better understand sediment regime in the SMP area and inform future coastal management. Undertake monitoring of current velocities within Neath Estuary.	WAG	Neath Estuary Group (Neath Port Talbot County Borough Council)	0 to 100 years
	5.6	All	Monitor risk to the coastal footpath and investigate the potential re-routing of the path where appropriate.	WAG	Neath Port Talbot County Borough Council	Ongoing
<b>6. Asset management</b>	6.1	All	Ensure that the extent of public and privately owned defences are defined and mapped to inform future management decisions.	WAG	Neath Port Talbot County Borough Council and City and County of Swansea (Wales Coastal Monitoring Centre)	0 to 20 years
	6.2	All	Undertake an appraisal of asset inspection and beach profile monitoring data to assess the existing and future risk of undermining and overtopping of existing structures.	WAG	Coastal Group (Wales Coastal Monitoring Centre)	0 to 20 years
<b>7. Communication</b>	7.1	All	Undertake consultation with the local community, key stakeholders and general public during the development of the Neath Estuary Strategy and whenever appropriate to ensure an acceptable approach is developed and adopted.	WAG	Neath Estuary Group (Neath Port Talbot County Borough Council and EAW)	0 to 20 years
	7.2	All	Undertake monitoring and management of Action Plans to ensure SMP policies are put into practice.	WAG	Coastal Group	0 to 100 years
<b>8. Interface with planning and land management</b>	8.1	All	Continue with risk-based improvements to flood risk maps to provide an appraisal of likely future projected sea level rise.	WAG	EAW	0 to 20 years
	8.2	All	Ensure SMP policies and flood and erosion risks are accounted for in the next revisions of land use plans in order to help manage residual risks from coastal erosion and flooding, and to inform future planning decisions.	WAG	Neath Port Talbot County Borough Council planning	0 to 20 years
<b>9. Emergency response</b>	9.1	8.4 & 8.5	Development, monitoring and review of emergency response plans to prepare for storm events which are likely to exceed existing defence standards of protection or lead to failure of existing defences (for example following breach or overtopping).	WAG	Neath Port Talbot County Borough Council	0 to 20 years
<b>10. Adaptation/ resilience</b>			-			
<b>11. Flood forecasting and warning</b>	11.1	All	Continue with risk-based improvements to flood risk maps and inundation modelling to provide improved flood warning service.	WAG	EAW	0 to 20 years
<b>12. Habitat creation and environmental mitigation</b>						

\* Note: It is recommended that the lead partner/s investigate the potential for local partnerships and alternative sources of funding.