

RESPONSE TO DEADLINE 2 COASTAL DEFENCE SUBMISSION [REP2-116](#) AND ONE DIMENSIONAL MODELLING OF SOFT COASTAL DEFENCE [REP2-115](#)

MINSMERE LEVELS STAKEHOLDERS GROUP (MLSG)

Representation

MLSG has noted the Hard Coastal Defence (HCDF) and Soft Coastal Defence (SCDF) submissions at Deadline 2 but will reserve comment until assessment can be made of the two-dimensional modelling of the SCDF is submitted at Deadline 3.

MLSG is still concerned that details requested for the design and implementation of the HCDF in our written representation ([REP2-377](#)) have not been submitted. A single cross-section has been selected specifically to avoid potential impacts of cooling tunnel access shafts on unclear ground improvement works along the entire length of the HCDF.

It is also unclear how the permanent Beach Landing Facility (BLF) will be protected as [REP2-116](#) shows it to be entirely outside of the main sweep of the HCDF with only SCDF protection at the sea facing extent of the landward raised roadway.

We remain concerned that the BLF promontory now appears only to be protected by sheet pile at its eastern terminus and it is unclear as to how the roadway across the SZC frontage and rising to the platform end of the SSSI crossing is to be re-enforced to a level suitable for its role as an access path for the substantial AILS and other materials that will be brought in by sea in the new modal transport strategy.

The BLF promontory will be the primary coastal hard point for any sediment transport interactions and its relationship to the HCDF and SCDF.

The HCDF and SCDF cannot be assessed independently as they are reliant upon each other for an effective long term defence of the power station platform. The BLF will also be significant in the overall performance and impacts both north and south of the new SZC frontage and at present insufficient details are provided to make that overall assessment.