

TEIGNBRIDGE LOCALITY (COUNTY) COMMITTEE

14 November 2019

Present:-

Devon County Council:-

Councillors J Brook, J Clatworthy, G Gribble (Chair), G Hook, R Peart and S Russell.

Cllr Charles Nuttall, Teignbridge DC.

Apologies:-

Councillors S Barker, J Hook, A Connett, A Dewhirst and S Cook

* 48

Minutes

It was **MOVED** by Councillor Clatworthy and **SECONDED** by Councillor Peart and

RESOLVED: that the minutes of the meeting held on 4 July 2019 be signed as a correct record.

* 49

South West Rail Resilience Programme (Teignmouth and Dawlish Line) (minute 40, 28 February 2019)

Mr David Lovell and Ms Julie Gregory, Network Rail Western & Wales gave an update on developments since February 2019:-

(a) Dawlish Sea Wall - Phase 1

Work on the new Dawlish sea wall had begun in June 2019 and was on schedule to be finished in Spring 2020, despite adverse weather conditions and voids found beneath the existing sea wall causing some delay. Various schools had visited the site as part of students' studies and coursework.

(b) Dawlish Sea Wall - Phase 2a and 2b Colonnade to Coastguard Frontage

Following review, Phase 2 had been split into two projects (2a and 2b), i.e. a sea wall similar to Phase 1 with provision for an accessible bridge and a review of off shore structures which could require an environmental assessment:-

(i) Phase 2a

This covered a longer stretch of railway to provide most of the resilience.

Two options were to be developed to an outline design, with 2D modelling completion in December 2019 and outline designs completion in February 2020.

Submission of Listed Building Consent once design is complete February 2020.

This design also looked at how the station could be made more accessible.

The aim was to start construction on site in 2020 (and works completing in 2021), subject to relevant approvals.

(ii) Phase 2b

This project was more complex and could include off shore structures and would need to ensure that any works were appropriate with this Grade 2 Listed station building.

Four options were being progressed through to a single option selection, with a separate design team being utilised. Once the single option was selected an environmental assessment may be required which would then result in additional surveys.

These works would then be planned for the following year.

(c) Geotechnical Projects to Protect Cliff Vulnerability - Phase 3

(i) Parsons Tunnel to Teignmouth

Updates to the design were progressing following the 1st stage public consultation held in June/July 2019. Whilst there was strong support for improving the resilience of the railway at the first consultation, views were finely balanced with the main public concern being the potential loss of beaches. Every effort was being made to find a solution to minimise this loss without significantly compromising the project's resilience.

Preparations for the 2nd stage of consultation were being finalised, with dates to be advised.

(ii) Central tunnels

This was at the least advanced stage of proposal development, with design completion due in December 2020.

Other sections included:- Parsons Tunnel North; and Holcombe to Teignmouth where it was important to find the right solution for vulnerable cliffs.

Members' discussion included:-

-Members' support for the start of construction and their hope that all phases would be progressed as early as possible, due to the strategic and economic role of the railway line in linking the South West with the rest of the country;

-that whilst recognising public concern at the potential loss of beach amenity expressed during the first stage consultation, this also needed to balance all tourism/environmental factors within the local area and the wider importance of the line;

-the proposals being developed to enhance other amenities within the scheme and potential benefits to help mitigate against any tourism/environmental effects from the potential loss of beach;

-noting that Network Rail would pick up on the public's concerns as previously expressed during the 2nd stage consultation, together with engagement of schools on the geotechnical position and other factors; and

-that design and modelling had been based on 100 years, including the longer term predictions for climate change.

Members welcomed the update and would welcome hearing further at a future meeting, as proposals developed.

* 50 **Council/Cabinet Forward Plan and Scrutiny Work Programme**

The Committee noted the Council/Cabinet Forward Plan and the Scrutiny Work Programme were available for inspection by using the links below, in the event that the Committee may wished to provide evidence to specific Task Groups or otherwise comment upon specific areas of activity to the appropriate Scrutiny Committee or the Cabinet.

<http://democracy.devon.gov.uk/mgPlansHome.aspx?bcr=1>

* 51 **Dates for Future Meetings**

5 March 2020
11 June 2020
5 November 2020
4 March 2021

All meetings to be held (time to be confirmed) at Teignbridge District Council, Forde House, Newton Abbot.

Please use link below for County Council Calendar of Meetings;
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

***DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 11.45 am and finished at 12.25 pm

Teignbridge Locality (County) Committee
David Lovell Senior Programme Manager
Julie Gregory Senior Sponsor

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Dawlish Sea Wall Phase 1







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- 0=Nil spray
- 1=Low spray, no overtopping
- 2=Mod/High spray, minor overtopping
- 3=Level 1 overtopping
- 4=Level 2 overtopping
- 5=Level 3 overtopping

[Download as CSV](#)

| Location | Wind | | Significant Wave Height | | | Swell Waves | | | Sea Waves | | | Tidal Level | Warning Level |
|-------------|-----------------------|----------------------|-------------------------|------------|------------|----------------------|------------|------------|----------------------|------------|------------|-------------|----------------|
| Dawlish | Mean Wind Speed (m/s) | Wind Direction (deg) | Mean Direction (deg) | Height (m) | Period (s) | Mean Direction (deg) | Height (m) | Period (s) | Mean Direction (deg) | Height (m) | Period (s) | Height (m) | Index / Status |
| 23/09 06:00 | 4.4 | 215 (SW) | 197 (SSW) | 0.43 | 3.2 | 183 (S) | 0.26 | 3.2 | 207 (SSW) | 0.28 | 4.3 | 1.7 | 0 |
| 23/09 07:00 | 4.6 | 210 (SSW) | 197 (SSW) | 0.43 | 3.1 | 198 (SSW) | 0.20 | 3.1 | 200 (SSW) | 0.36 | 4.9 | 1.8 | 0 |
| 23/09 08:00 | 5.4 | 204 (SSW) | 196 (SSW) | 0.49 | 3.0 | 173 (S) | 0.08 | 3.0 | 196 (SSW) | 0.48 | 4.6 | 2.3 | 0 |
| 23/09 09:00 | 6.6 | 199 (SSW) | 194 (SSW) | 0.61 | 3.1 | 129 (SE) | 0.06 | 3.1 | 195 (SSW) | 0.61 | 4.3 | 2.8 | 0 |
| 23/09 10:00 | 8.2 | 195 (SSW) | 192 (SSW) | 0.78 | 3.2 | 121 (ESE) | 0.06 | 3.2 | 192 (SSW) | 0.77 | 4.5 | 3.0 | 0 |
| 23/09 11:00 | 9.2 | 194 (SSW) | 189 (S) | 0.94 | 3.4 | 139 (SE) | 0.08 | 3.4 | 189 (S) | 0.93 | 4.8 | 3.4 | 0 |
| 23/09 12:00 | 9.9 | 193 (SSW) | 186 (S) | 1.08 | 3.6 | 137 (SE) | 0.10 | 3.6 | 187 (S) | 1.07 | 5.0 | 3.7 | 1 |
| 23/09 13:00 | 9.9 | 185 (S) | 184 (S) | 1.15 | 3.8 | 130 (SE) | 0.12 | 3.8 | 184 (S) | 1.14 | 5.2 | 3.8 | 1 |
| 23/09 14:00 | 9.7 | 172 (S) | 182 (S) | 1.23 | 3.9 | 114 (ESE) | 0.13 | 3.9 | 182 (S) | 1.22 | 5.4 | 3.6 | 1 |
| 23/09 15:00 | 10.3 | 161 (SSE) | 180 (S) | 1.36 | 4.0 | 106 (ESE) | 0.14 | 4.0 | 181 (S) | 1.35 | 5.6 | 3.3 | 1 |
| 23/09 16:00 | 10.9 | 158 (SSE) | 177 (S) | 1.43 | 4.1 | 135 (SE) | 0.15 | 4.1 | 177 (S) | 1.42 | 5.7 | 3.1 | 1 |
| 23/09 17:00 | 9.6 | 182 (S) | 175 (S) | 1.49 | 4.3 | 122 (ESE) | 0.18 | 4.3 | 175 (S) | 1.48 | 5.9 | 2.6 | 0 |
| 23/09 18:00 | 8.0 | 200 (SSW) | 175 (S) | 1.52 | 4.4 | 108 (ESE) | 0.32 | 4.4 | 177 (S) | 1.48 | 6.2 | 2.2 | 0 |
| 23/09 19:00 | 6.8 | 206 (SSW) | 173 (S) | 1.40 | 4.5 | 127 (SE) | 0.57 | 4.5 | 182 (S) | 1.27 | 6.4 | 2.0 | 0 |
| 23/09 20:00 | 6.6 | 214 (SW) | 171 (S) | 1.26 | 4.5 | 136 (SE) | 0.69 | 4.5 | 185 (S) | 1.04 | 6.6 | 2.2 | 0 |
| 23/09 21:00 | 7.4 | 214 (SW) | 169 (S) | 1.17 | 4.4 | 139 (SE) | 0.72 | 4.4 | 186 (S) | 0.91 | 6.7 | 2.5 | 0 |
| 23/09 22:00 | 6.8 | 208 (SSW) | 168 (SSE) | 1.10 | 4.4 | 139 (SE) | 0.69 | 4.4 | 187 (S) | 0.85 | 6.5 | 2.8 | 0 |
| 23/09 23:00 | 6.5 | 199 (SSW) | 169 (S) | 1.05 | 4.3 | 135 (SE) | 0.59 | 4.3 | 184 (S) | 0.86 | 6.4 | 3.0 | 0 |
| 24/09 00:00 | 6.9 | 191 (S) | 170 (S) | 1.01 | 4.2 | 134 (SE) | 0.51 | 4.2 | 182 (S) | 0.86 | 6.3 | 3.3 | 0 |
| 24/09 01:00 | 7.0 | 184 (S) | 171 (S) | 0.98 | 4.0 | 129 (SE) | 0.42 | 4.0 | 180 (S) | 0.88 | 6.1 | 3.6 | 1 |
| 24/09 02:00 | 6.8 | 184 (S) | 172 (S) | 0.95 | 3.9 | 126 (SE) | 0.37 | 3.9 | 179 (S) | 0.86 | 6.0 | 3.6 | 1 |
| 24/09 03:00 | 7.3 | 185 (S) | 172 (S) | 0.92 | 3.8 | 126 (SE) | 0.36 | 3.8 | 179 (S) | 0.83 | 5.8 | 3.4 | 0 |
| 24/09 04:00 | 8.0 | 178 (S) | 172 (S) | 0.88 | 3.8 | 134 (SE) | 0.43 | 3.8 | 181 (S) | 0.75 | 5.6 | 3.1 | 1 |
| 24/09 05:00 | 8.7 | 181 (S) | 171 (S) | 0.85 | 3.9 | 141 (SE) | 0.46 | 3.9 | 179 (S) | 0.65 | 5.2 | 2.9 | 0 |
| 24/09 06:00 | 7.4 | 189 (S) | 172 (S) | 0.84 | 3.8 | 133 (SE) | 0.43 | 3.8 | 185 (S) | 0.69 | 5.5 | 2.4 | 0 |
| 24/09 07:00 | 6.7 | 209 (SSW) | 173 (S) | 0.83 | 3.8 | 139 (SE) | 0.49 | 3.8 | 188 (S) | 0.64 | 5.3 | 2.1 | 0 |
| 24/09 08:00 | 6.1 | 228 (SW) | 171 (S) | 0.79 | 3.8 | 152 (SSE) | 0.61 | 3.8 | 194 (SSW) | 0.42 | 4.8 | 1.9 | 0 |
| 24/09 09:00 | 5.6 | 242 (WSW) | 168 (SSE) | 0.76 | 4.0 | 154 (SSE) | 0.63 | 4.0 | 204 (SSW) | 0.28 | 4.3 | 2.2 | 0 |
| 24/09 10:00 | 6.4 | 247 (WSW) | 166 (SSE) | 0.74 | 4.1 | 157 (SSE) | 0.62 | 4.1 | 216 (SW) | 0.18 | 3.6 | 2.6 | 0 |
| 24/09 11:00 | 7.4 | 248 (WSW) | 165 (SSE) | 0.72 | 4.1 | 162 (SSE) | 0.63 | 4.1 | 223 (SW) | 0.15 | 2.6 | 2.9 | 0 |
| 24/09 12:00 | 8.4 | 240 (WSW) | 167 (SSE) | 0.70 | 3.9 | 152 (SSE) | 0.60 | 3.9 | 215 (SW) | 0.29 | 5.8 | 3.2 | 0 |

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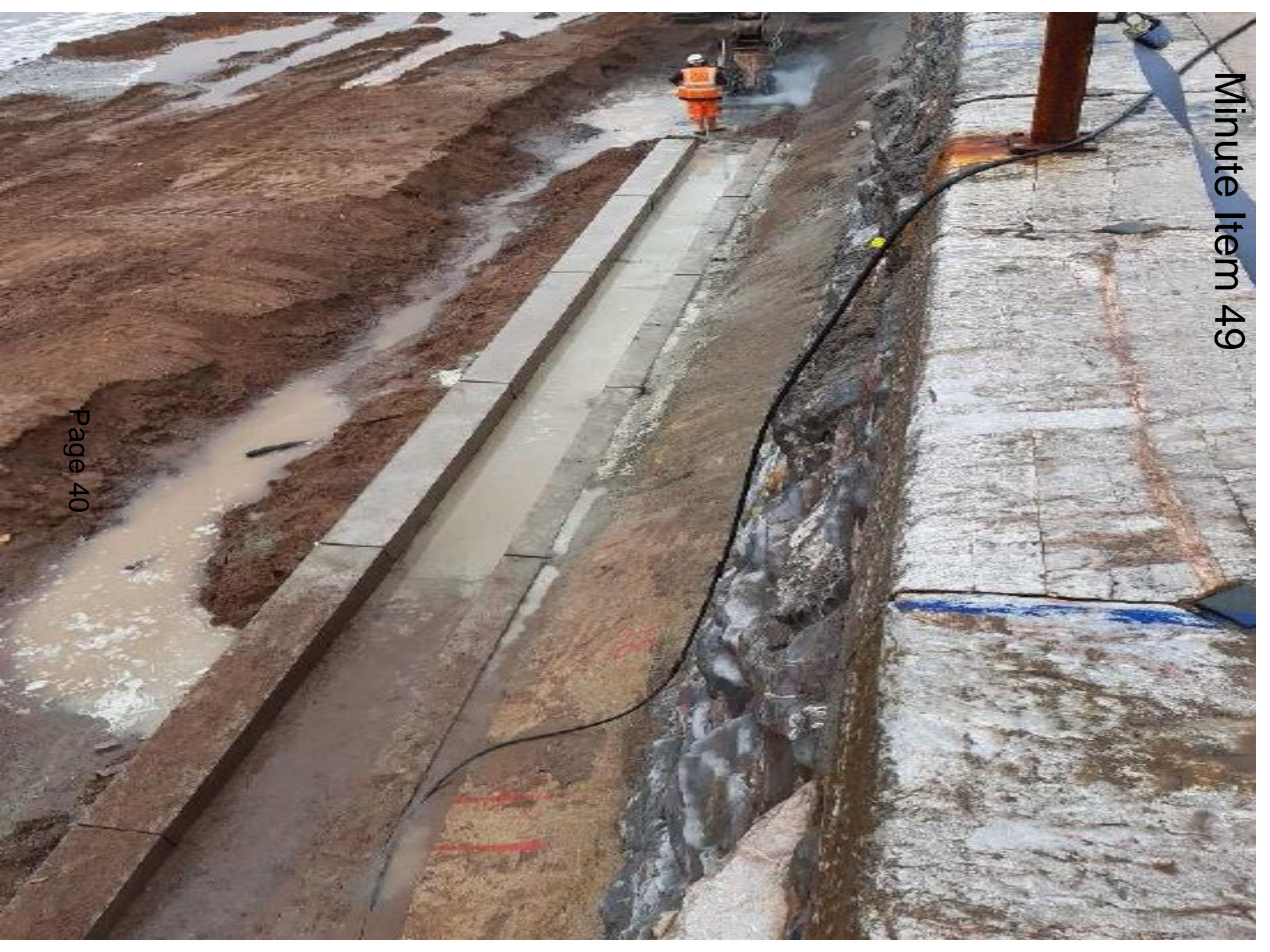










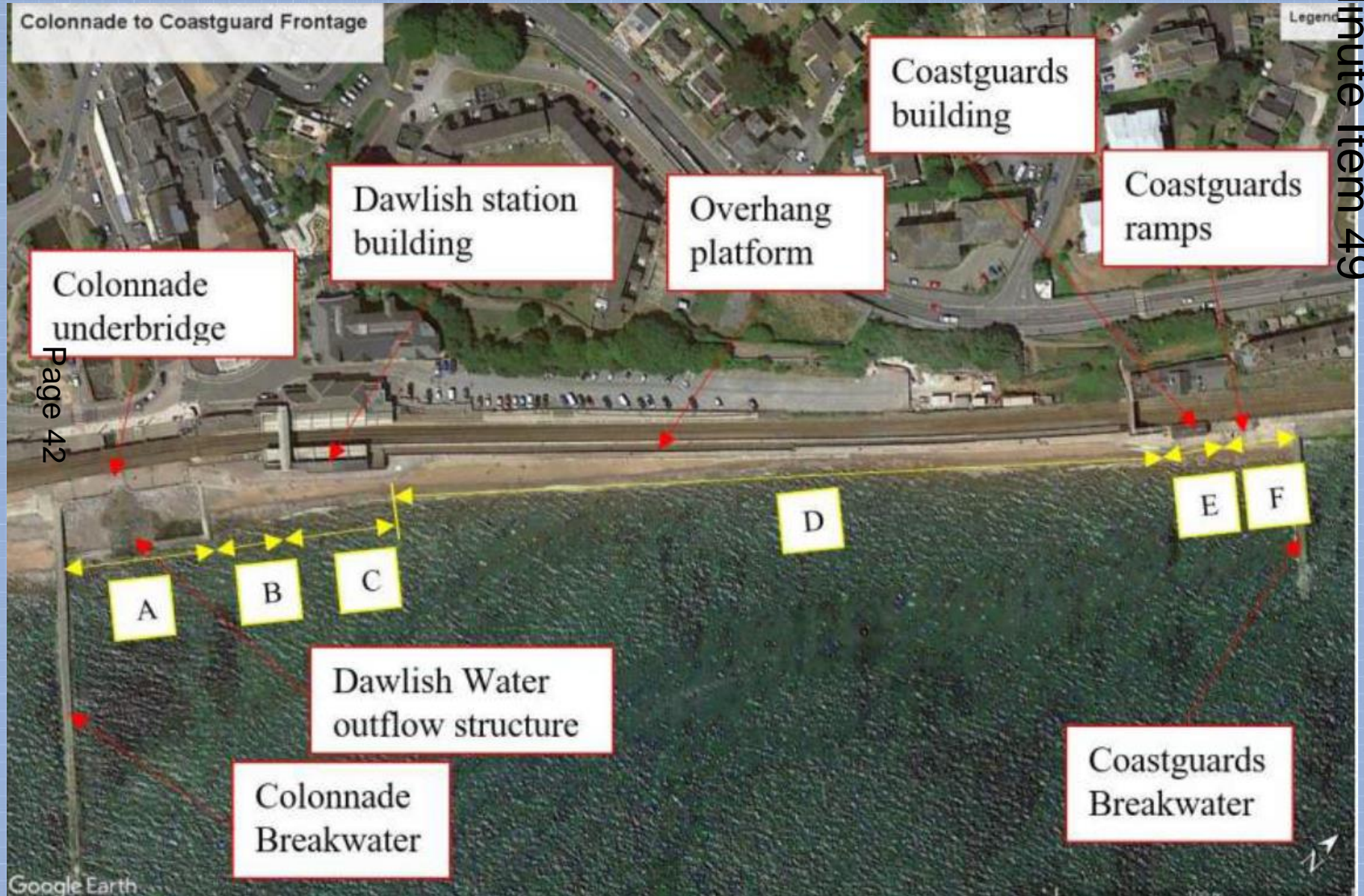


Dawlish Sea Wall Phase 2



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Following a programme review, phase 2 has been split in to 2 parts, 2a and 2b. A sea wall similar to phase 1 with provision for an accessible bridge and an off shore structures which may require an environmental assessment.

Phase 2a Options

Two options to be developed to outline design

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2D modelling completion Dec 19

Outline designs completion Feb 20

Submission of LBC Feb 20

Aim to start on site 2020, subject to relevant approvals

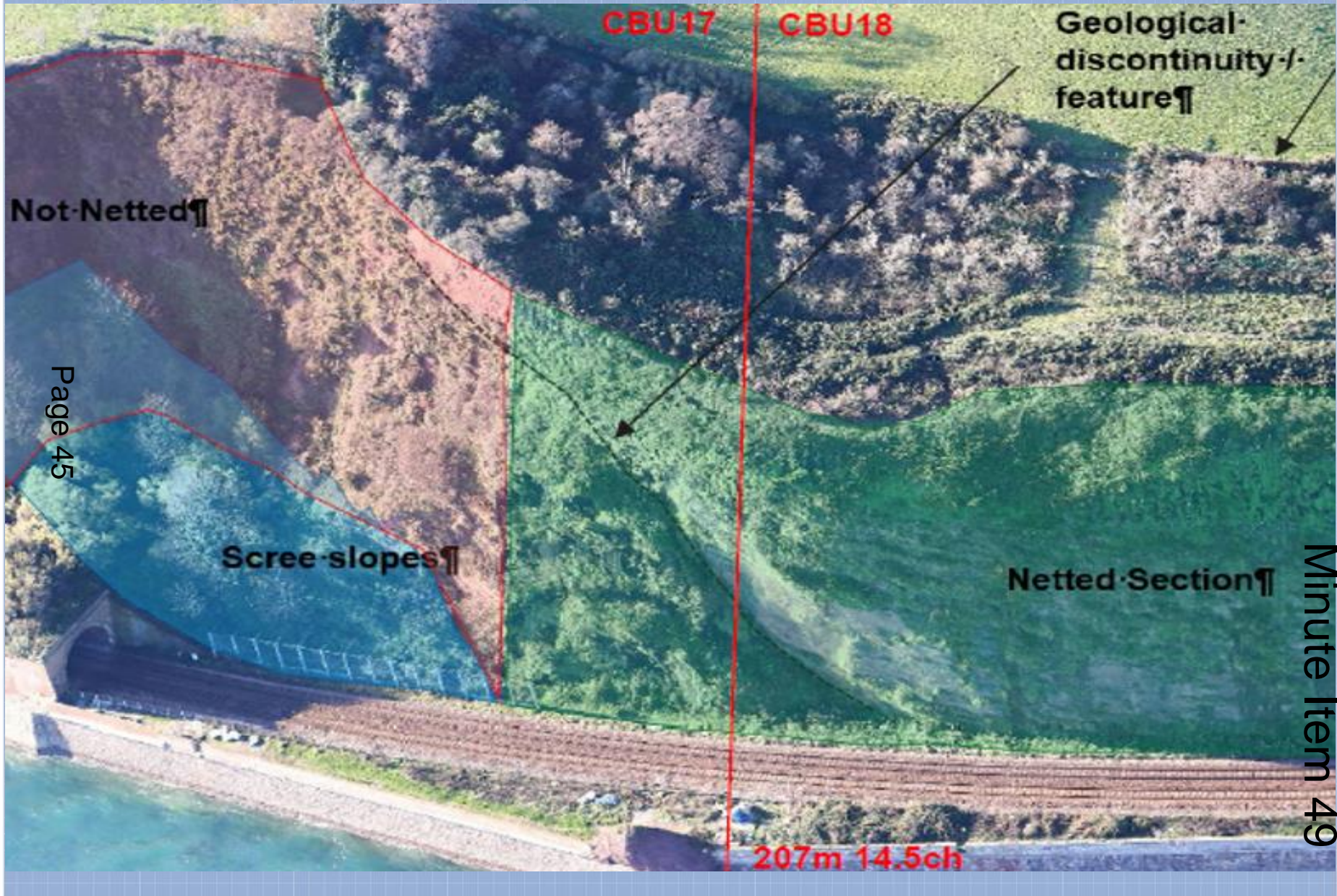
Phase 2b Options

Four options being progressed through to single option selection

Separate design team being utilised

Once single option selected environmental assessment and surveys will commence

Parsons Tunnel North



CBU17

CBU18

Geological discontinuity / feature

Not-Netted

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Scree slopes

Netted Section

207m 14.5ch

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Parsons Tunnel to Teignmouth



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Updates to design following 1st phase of consultation progressing

We are currently checking venue availability for the 2nd phase of consultation

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Keeping the South
West rail healthy



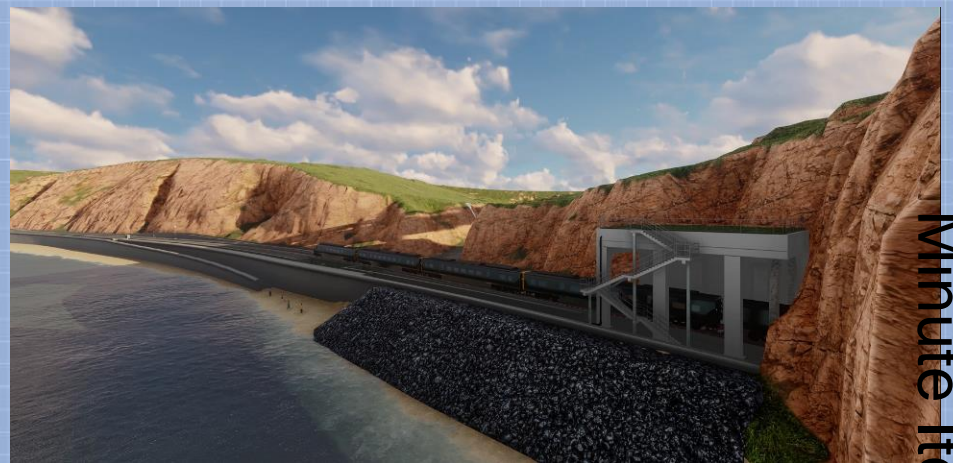
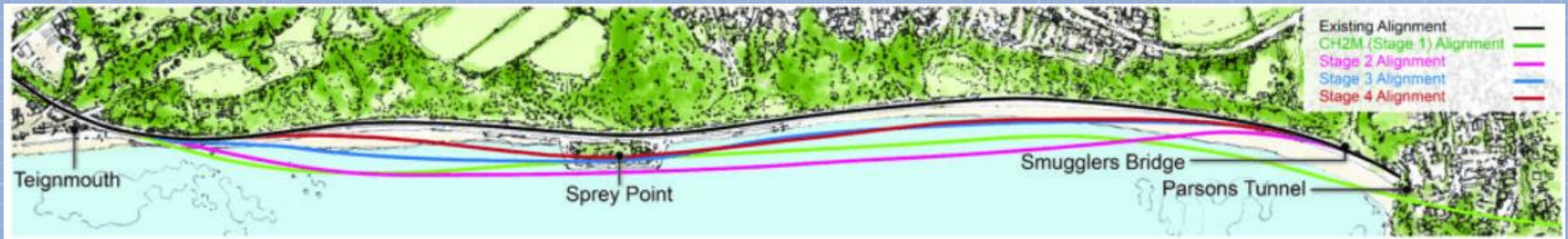
South West Rail Resilience Programme

Increasing resilience of the railway in south Devon



Holcombe to Teignmouth

The right solution for vulnerable cliffs



Parson's Tunnel to Teignmouth

Consultation

- Round 1 of public consultation (five weeks from **10 June to 14 July**).
- Consultation details sent to **16,000** households as well as half-page adverts in **five newspapers**.
- **750 people** attended **10 events**
- Over **530 responses**
- **Strong support for improving resilience of the railway**, but finely balanced on the proposals
- Biggest concerns around loss of beach amenity
- Currently incorporating feedback ahead of second round of consultation

Consultation event

| | | |
|--|--|-------------------------|
| Dawlish Town Council Office The Manor House, Old Town Street, Dawlish EX7 9AP | Tue 11 June Council Chamber Mon 24 June Mayor's Parlour | 12pm - 4pm 4pm - 8pm |
| Holcombe Village Hall Holcombe, Dawlish EX7 0JT | Thurs 13 June Thurs 27 June | 2pm - 6pm 4pm - 8pm |
| Teignmouth Town Council Bitton House, Teignmouth TQ14 9DF | Weds 12 June Weds 26 June | 12pm - 4pm 4pm - 8pm |
| Exeter Community Centre 17 St. Davids Hill, Exeter EX4 3RG | Tues 25 June | 4pm - 8pm |
| The Avenue Church The Avenue, Newton Abbot TQ12 2BY | Mon 10 June Sat 29 June | 1pm - 5pm 12pm - 4pm |
| The Windmill Centre Pendennis Road, Torquay TQ2 7QR | Fri 28 June | 1pm - 5pm |



Central Tunnels

Development contract has been awarded to Jacobs.

Designs may be similar to Parsons Tunnel North but smaller

Design completion December 2020



