

## TEIGNBRIDGE LOCALITY (COUNTY) COMMITTEE

29 July 2021

Present:-

Devon County Council (DCC)

Councillors G Gribble (Chair), S Cook, J Bradford, J Brook, A Connett, D Cox, A Dewhirst, G Gribble, S Parker-Khan, R Peart and M Wrigley

Teignbridge District Council (TDC)

Councillor S Cox

Apologies:-

Councillors P Bullivant (DCC), C Nuttall (TDC) and M Hocking (Devon Association of Local Councils)

Members attending in accordance with Standing Orders 8 and 25

Councillor S Russell (TDC)

\* **1**      **Election of Chair**

It was **MOVED** by Councillor Peart **SECONDED** by Councillor Brook and  
**RESOLVED:** that Councillor Gribble be elected Chair for the ensuing year.

\* **2**      **Election of Vice-Chair**

It was **MOVED** by Councillor Parker-Khan **SECONDED** by Councillor Brook and  
**RESOLVED:** that Councillor Peart be elected Chair for the ensuing year.

\* **3**      **Minutes**

It was **MOVED** by Councillor Gribble and **SECONDED** by Councillor Peart and  
**RESOLVED:** that the minutes of the meeting held on 14 November 2019 be signed as a correct record.

\* 4 **South West Rail Resilience Programme (Teignmouth and Dawlish Line)**  
**(minute 49, 14 November 2019)**

Ms Emma Lewis, Network Rail Programme Engineering Manager made a presentation to the Committee, giving an overview of recent developments, in summary as follows:-

(a) Phase 1: Dawlish, Marine Parade

- Lighting had now been commissioned, following favourable feedback from stakeholders;
- The remaining works were lifting eye remedial works and minor snagging.

(b) Phase 2: Dawlish Sea Wall, Coastguards to Colonnade

The high level programme was presented for all the works which were due for completion during 2023;

- Facing panels were now almost complete;
- Recurve Units were underway;
- Shadowing effect on facing panels represented the Coastguard's area; and
- Low-carbon concrete was being used for back-fill.

(c) Phase 3: Parsons Tunnel North Portal Resilience

This was due for completion at the end of September 2022;

- Gantry Crane construction methodology had been adopted;
- Planning condition regarding discharge was in progress;
- De-vegetation and surveys had been undertaken with ecologist supervision; and
- Cirl Buntings method statement also accepted and sea lavender translocated.

(d) Phase 4: Dawlish to Holcombe Earthwork Resilience

- Nine key sites had been identified as requiring cliff stabilisation work;
- Coastal resilience had been reassessed (UKCP18) with no works required currently; and
- Preliminary design and investigation works were ongoing.

(e) Phase 5: Parsons Tunnel to Teignmouth

- The documentation review was being finalised;
- Design review/refinement phase was in progress;
- Peer review of coastal assessments had been planned through the Environment Agency;
- Ground investigations were starting;
- Areas for further consideration included: amenity impact on beaches; construction methodology; size of revetment and hazard ranking of cliff sections and potential modification of buttress size or alternative solutions;
- Additional funding had been made available from the Department for Transport to progress the further development of above;
- The existing geotech design, modelling and support documentation was being reviewed, with the conclusion due in Spring 2022, followed by a full scheme review;
- The timeframe depended upon this design review work and any resulting design changes; and
- Network Rail was establishing a Phase 5 stakeholder liaison group with local council representatives.

Members' questions/comments, together with responses (in brackets) included:-

- that the progress to date was welcome (including the phase 2 proposed lighting);
- however an issue that needed urgent attention related to pollution affecting the beach/sea due to the deterioration of Marine Parade/phase 1 joint material. (Network Rail advised the neoprene joint material infilled the gaps between the panels to enable the concrete to be infilled behind. A lack of joint material allowed pebbles to get into the joints. Network Rail had been working with the designers regarding required remediation. Whilst this had no impact on the structural integrity of the wall, the materials and pollution issues would be addressed as soon as possible);
- further consideration had been sought regarding the location and operation times of generators, to minimise the pollution impact on the local community at Dawlish for Phase 2 and the potential for similar issues for the Parsons Tunnel Phase 3 compound. (Network Rail confirmed that a request for mains power had been made for the Phase 2 compound. Whilst agreements were being progressed the generators would be changed to use hydrotreated vegetable oil (HVO) instead of conventional fossil fuel. A further response would be provided to members in relation to proposals to mitigate compound pollution at Parsons Tunnel phase 3);

- (\* NB: Post meeting note: Mains power had been requested for the Phase 3 compound. Any generators required before mains power was installed would use hydrotreated vegetable oil (HVO)).
  - a request had been made to include cycle route within the scheme between Smuggler's Lane and Teignmouth, to link into the existing route (Network Rail advised this had formed part of discussions between Network Rail, Devon County Council and Sustrans. This would be reviewed once the geotechnical design review had been carried out and the potential change to the overall scheme was understood);
  - a request had been made that breakwaters were considered as part of Phase 5 (off-shore/perpendicular to beach, e.g. to help to encourage more beach/reduce erosion). (This would be passed onto the Network Rail's re-evaluation team for consideration);
  - whether Network Rail had been impacted by the current ongoing supply issues of some building materials (Network Rail advised that minor modifications/ alterations had been made to help with some material supply issues, together with the use of a number of different precast concrete suppliers where the Covid-19 pandemic had impacted on available labour);
  - confirmation sought from Network Rail on the timescale regarding whether the sea lavender translocation would be successful at Parsons Tunnel North Portal (Phase 3) and the proposed plan if this did not take root (advice would be sought and a response made after the meeting).

**RESOLVED:** that Network Rail be thanked for their presentation, noting that an update/response would be provided on the Member issues raised above, as appropriate (where available see post meeting note at \* above).

\* 5

### **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 wish 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>

\* **6**      **Dates for Future Meetings**

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

All meetings normally held at Teignbridge District Council, Forde House, Newton Abbot – however please check venue in the current situation:-

2021/22:  
Thursday 4 November 2021  
Thursday 3 March 2022.

**NOTES:**

1. *Minutes should always be read in association with any Reports for a complete record.*
2. *If the meeting has been webcast, it will be available to view on the [webcasting site](#) for up to 12 months from the date of the meeting*

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

The Meeting started at 12.00 pm and finished at 12.40 pm