

TEIGNBRIDGE LOCALITY (COUNTY) COMMITTEE

29 March 2018

Present:-

Devon County Council:-

Councillors G Gribble (Chair), J Clatworthy, A Dewhirst, G Hook, J Hook, R Peart, S Russell

Councillor Mike Haines, Teignbridge District Council
Councillor Rosalind Prowse, Teignbridge District Council

Apologies:-

Councillors S Barker and A Connett

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Minutes

RESOLVED that the minutes of the meeting held on 2 November 2017 be signed as a correct record.

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Exeter - Newton Abbot Geo-Resilience Programme (Teignmouth and Dawlish line)

The Chair welcomed Julie Gregory, Senior Commercial Scheme Sponsor, Western Route, Network Rail to the meeting. The presentation given included:-

Following the significant storm damage closing this stretch of line in February 2014, £45-50m had been spent in putting the railway back, together with a further £20m strengthening works close to the breach in the sea wall (including raising the wall height).

Proposals to make the line sustainable for the 21st century (next 100 years) were being developed taking into account both cliff and sea threats and increasing sea levels and rainfall due to climate change. Alternative routes explored after the 2014 closure were not being pursued as they were uneconomic and did not adequately connect the communities.

This stretch of line had been divided into five sections:-

- Sections 3 (tunnels and portals) and 4 (Parsons Tunnel Teignmouth) had been identified as the highest priority of work, up to 2024 (Priority 1);
- Section 2 Dawlish Warren to Kennaway Tunnel, work by 2029;
- Sections 1 and 5 (lower risk), i.e. low lying estuaries of the Exe and Teign were to be progressed during 2029-2034 (Priority 2).

Priority 1 focussed on:-

- the Cliff Behavioural Unit (CBU17), reducing the impact of rockfalls and landslides through anchoring/netting the cliff;
- Marine Parade, where the sea wall was the key risk, it was proposed to increase the height of the sea wall and width of the walkway;
- Parsons Tunnel to Teignmouth.

Over the last year detailed work scopes had been prepared and tenders awarded for both CBU17 and Marine Parade, with contractor surveys April-June 2018 (including boreholes on Marine Parade taking approximately four weeks). Any work causing noise disturbance was to

be carried out during normal daytime working hours wherever possible and avoiding the peak holiday period.

The Peninsula Rail Task Force communicated with and comprised representatives of, local authorities and was meeting in April 2018.

Members' comments and discussion included:-

-clarification sought on the area of the bathymetric survey and how far this extended into the estuary, due to concern at the movement of sand and Storm Emma's effect in March 2018 on Shaldon beach;

-clarification sought of when the King's Walk, Dawlish section of footpath along Marine Parade to Smugglers and on towards Teignmouth was to reopen (closed since Storm Emma) as this was important for the holiday season;

-Network Rail's forthcoming discussions at Holcombe Residents Association AGM, 13 April 2018 were noted;

-reclamation and toe buttress proposals for mostly new material to protect the buildings at the top of the cliff was to have a detailed cost estimate of that option, which had the advantage of the railway being able to remain open;

-materials to take account of and be sympathetic to the distinctive appearance of the natural red cliffs;

-desire to see Teignbridge District Council represented on the Peninsula Rail Task Force group, together with concern that Teignbridge District Council was only involved in the planning process as a statutory consultee as Network Rail was a statutory undertaker;

-Dawlish Town Council had purchased seating for Marine Parade and wished it to be installed as soon as possible given the importance of tourism to Dawlish, however fencing was required first. Further local discussions with Network Rail would be welcome to progress this;

-noted that enhancement work was funded differently from operational maintenance and renewal work, i.e. each project was assessed on its own business case and the Department of Transport decided on each case individually. Hence there were no definite plans for the Priority 2 sections at this stage;

-(Note: on a separate issue but within the Teignbridge area, it was hoped to have a rail halt at Exminster given the large housing development to link into plans for a new station at Marsh Barton, Exeter, to promote green infrastructure and alleviate road traffic congestion on the A379).

Network Rail was happy to update this Committee on further progress of the Exeter-Newton Abbot Resilience Programme when the contract had been awarded for Parsons tunnel.

RESOLVED:

(a) that Network Rail's offer to update this Committee at an appropriate time be welcomed;

(b) that Network Rail's commitment to look into and respond in relation to the following issues be noted:-

the extent of the bathymetric survey; reopening timescale of part of King's Walk footpath; Peninsula Rail Task Force representation; Dawlish Town Council seating protection.

Local Member Updates

No matters were reported.

* **32** **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 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>

* **33** **Dates for Future Meetings**

All meetings to be held at Teignbridge District Council, Forde House, Newton Abbot (*Thursday mornings*) :-

26 July 2018

11 October 2018

28 February 2019.

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 10.30 am and finished at 11.15 am

