

CONFIDENTIAL

**EXMOUTH REGENERATION PROGRAMME BOARD
ACTION POINTS FROM A MEETING**

HELD AT ROYAL BEACON HOTEL, EXMOUTH ON THURSDAY 5 SEPTEMBER 2013

Present:

Councillor Andrew Moulding	ATM	EDDC
Bernard Hughes	BH	Devon County Council
Andrew Leadbetter	AL	Devon County Council
Jill Elson	JE	EDDC
Pauline Stott	PS	Exmouth Town Council
Eileen Wragg	EW	Devon County Council
John Humphreys	JH	EDDC
James Harper	JH	EDDC
Chris Rose	CR	Principal Planning Officer, EDDC
Richard Jacobs	RJ	EIC Group
Chris Lane	CL	EDDC
Tom Vaughan	TV	Devon County Council
Andrew Ardley	AA	Devon County Council
Richard Cohen	RC	Deputy Chief Executive, EDDC
Lisa Timberlake	LT	EDDC
Alison Hayward	AH	EDDC
Ian Harrison	IH	Consultant
Timothy Wood	TW	EDDC
Carol Austiin	CA	EDDC
Neil Downes	ND	Exe Estuary Management Partnership

Apologies:

Steve Gazzard	SG	Exmouth Town Council
Tony Alexander	TA	Exmouth Community College
Donna Best	DB	Principal Estates Surveyor
Neil McQueen	NM	Exmouth Chamber of Commerce

CONFIDENTIAL

Colin Poole	CP	Exmouth Town Clerk
-------------	----	--------------------

The meeting started at 9.15am and finished at 11.30am.

Item	Notes/Decisions	Action
1.Introduction	Councillor Andrew Moulding welcomed all those present to the meeting.	
2. Report of meeting held on 16 May 2013	The report of the meeting held on 16 May 2013, was confirmed as a true record.	To note
3. Matters Arising	<p><u>Bowling Alley</u>(Minute 3 –16 May 2013 refers)</p> <p>Members noted that the first floor had now been completed and a wedding successfully held there in July.</p> <p><u>Rolle College</u> (Minute 3 –16 May 2013 refers)</p> <p>RC reported that he had held a meeting with REL and been in contact with BiZ regarding educational uses for the Rolle College site. REL were still working on the objective of achieving a mixed use for the site and the University of Plymouth as land owners were still supportive of this aim.</p> <p><u>Topics for future Meetings</u>(Minute 3 – 16 May 2013 refers)</p> <p>Members noted that Exmouth Chamber of Commerce would report to the 28 November meeting on how the Chamber saw the future of the town.</p> <p><u>Orcombe Point</u> (Minute 9 – 29 November 2012 refers)</p> <p>AA reported that he would chase ██████ at DCC regarding the surface of the information point stones at Orcombe Point being badly corroded. It was also hoped to improve the seating at the site.</p> <p>DB had been speaking to Clinton Devon Estates regarding getting a cafe/ tea & coffee facilities for the area. Members raised the issue of the number of campervans parking at Orcombe Point. ACTION RC to ask Andrew Ennis to investigate the issue of campervans parking at Orcombe Point.</p> <p>(Councillor Pauline Stott declared an interest as a campervan owner).</p>	<p style="text-align: center;">RC</p> <p style="text-align: center;">NMcQ</p> <p style="text-align: center;">AA</p> <p style="text-align: center;">RC</p>
4.Update on Mamhead Slipway	IH reported on progress made on the Mamhead Slipway. The slipway was still closed on safety grounds and would remain closed through the remainder of 2013. Belshers Slipway remained	Noted

CONFIDENTIAL

available for use in Exmouth. The Royal Haskoning report which had been commissioned to provide a technical study to improve the Mamhead slipway had produced 3 options for improvement of Mamhead Slipway. Option 3 of which had now been discounted.

Option 1 was Replacement of existing footprint and Option 2 an angled slipway using part of EDDC gardens, both were still being investigated, although following survey work, additional work had been found to be necessary for both these options.

Members noted that the following work had been undertaken: surveys, outline design, consideration of the seawall, review of costs and construction methods and initial discussions with environmental bodies.

Cabinet on 17 July 2013 (Minute 36 refers) had reaffirmed the commitment to providing a new Mamhead slipway and Option 2 was still the preferred option providing the finance could be found. Work would progress assuming that Option 2 was the preferred option. The next stages were further scoping, boreholes and landside investigation, scope for additional funding, and including charging for use

During discussions the following points and questions were noted:

- ❖ Has funding for the project been pursued with the Heart of the South West Enterprise Partnership? Discussion had started with the LEP and also DCC;
- ❖ Future maintenance and repair of the sea wall? This matter was being pursued by parties other than EDDC;
- ❖ It was hoped that hydrographical modelling could be avoided as this was very expensive;
- ❖ Should we ask Exeter City Council to establish a Harbour Authority for Exmouth? It was understood that there was no new movement related to this;
- ❖ What was the effect on Exmouth of the recharging Dawlish beach?
- ❖ Tourism had been adversely affected by having no identified slipway for use in Exmouth/East Devon;
- ❖ There was still a major funding gap to pay for the preferred option for the development of Mamhead Slipway;
- ❖ The funding and design of the slipway would take some time, but it was possible that work could start in summer 2014;
- ❖ Possibility of sharing experience with the Dartmouth River Authority;

CONFIDENTIAL

	<ul style="list-style-type: none">❖ Patching up what was there on a temporary basis was not an economic option;❖ Message of the economic impact of not having a slipway on Exmouth should be emphasised. <p>IH was thanked for his comprehensive presentation.</p>	
5. Estuaryside Transformation & Camperdown Creek	<p>LT reported on progress that had been made on the Estuaryside Transformation, and in particular with regard to moving the Rugby Club to the Rolle College playing fields; which was the key to unlocking further developments. Work was still progressing on a development brief for this site. Eagle One had taken the decision to pursue a planning application on the Rolle College Playing fields for the Rugby Club.</p> <p>Members noted that negotiations with Eagle One had proved difficult.</p> <p>LT reported that the Sea Scouts/Cadets still wanted separate accommodation and the Estates Team was working on planning new buildings for both organisations. JME reported that HRA funding was possible for development of affordable housing in the Estuaryside Regeneration scheme.</p> <p>Members noted a survey that had indicated that any new food store in the area would not greatly affect town centre businesses, but would adversely affect the Tesco superstore in the town.</p> <p>Further progress in the area awaited progress on negotiations with Eagle One.</p> <p>AA reported on the initial options for the development of a Transport Hub for Exmouth. Members noted that the existing Stagecoach building would have to remain where it was; the project attempted to make the most use of the highway space available.</p> <p>The plan included providing for: bus stops and a taxi rank, new pedestrian crossing, enhanced station building, car club, bus realtime information, attractive through cycle route and enhanced station car parking. Once the options had been firmed up then consultations would be undertaken.</p> <p>Members noted that there were differing views within the town over whether the underpass should be retained. This emphasised the importance of obtaining the views of local residents and transport users on any proposals.</p>	

CONFIDENTIAL

	<p>During discussions the following points and questions were noted:</p> <ul style="list-style-type: none"> ❖ What can be done to make transport concerns actively use a well thought out transport hub? ❖ There was no proposal to create a multi storey car park on the London Inn; ❖ Importance of keeping options open so that other agencies could be included in any proposal to redevelop the bus station site; ❖ If the Transport Hub scheme was pursued then the road network would have to be altered; ❖ DCC would consult further with residents, user groups, Town Council and others via workshop sessions on Transport Hub options; ❖ Any future scheme needed to be future proofed to allow for any additional future capital to be spent on the scheme. <p>ACTION LT to circulate a copy of the plan for the Transport Hub prepared by DCC.</p>	<p>LT</p>
<p>6. Queens Drive, Exmouth Splash</p>	<p>LT reported that an outline planning application for the redevelopment of Queens Drive, Exmouth Splash had been submitted in the first week of August. It was anticipated that it would be considered by the Development Management Committee in November/December. The tenants would be kept informed of progress with the application.</p> <p>Property Services had been instructed to demolish the existing toilets and build new ones which would free up space for additional car parking. It was hoped that construction could be completed by Easter 2014.</p> <p>Phase 2 of the project sought to find a development partner to come forward to take on the remaining development.</p> <p>The planning application had been submitted to Exmouth Town Council for comments in August, when many members had been on holiday. Subsequently the Planning Section had agreed to an extension to the deadline for consideration by the Town Council until 23 September 2013. Any further delay to this date would mean possible delay to the scheme. In response to a question it was noted that coaches would park at Maer Road car park. Members noted that the aim was to improve and update the Queens Drive area and include facilities for children of all ages.</p> <div style="background-color: black; width: 100%; height: 15px; margin-top: 10px;"></div>	<p>Noted</p>

CONFIDENTIAL

<p>7. Foxholes Hub</p>	<div style="background-color: black; width: 100%; height: 15px; margin-bottom: 10px;"></div> <p>LT reported on a possible Foxholes Hub. This was a proposed new development in this area and could include development of the Beach Rescue Club and cafe. An element of residential development would be needed to pay for the aspirations in the area. An architect would be commissioned to produce a design for the project, which was at a very early stage.</p> <p>Members expressed some concerns over whether residential development would be acceptable in this area. However, it was acknowledged that mixed use developments gave the viability to secure the development required on the site. The importance of supporting the successful Beach Rescue Club and improving their facilities was acknowledged.</p>	<p>Noted</p>
<p>8. Update on progress on The Strand</p>	<p>TV reported that the majority of the work on The Strand had been completed. Further amendments required to the taxi rank would be made alongside the development of the bus shelter. The design for the bus shelter had been altered following comments received.</p> <p>ACTION TV to send links to members on plans for the redesign of the bus shelter.</p> <p>CR was of the opinion that the revised bus shelter design may not need planning permission.</p> <p>ACTION TV and CR to discuss whether the Bus Shelter needed planning permission.</p> <p>Members discussed the issue of tables and chairs on the Strand and TV reported that a number of businesses had a licence in place, a number were in the process of applying and some had made no effort to apply. DCC would write to businesses with no pavement licence saying that their business needed a pavement licence and if one was not in place then they would have their furniture removed from the Strand. Members accepted that all those businesses using the Strand for tables and chairs should have licence in place.</p> <p>It was noted that a plan for the landscaping had been prepared.</p>	<p>TV</p> <p>TV/CR</p>
<p>9. Update on Elizabeth Hall</p>	<p>LT reported that demolition of the Elizabeth Hall was underway. Premier Inn had achieved planning permission for the site in June and the sale had been</p>	

CONFIDENTIAL

	concluded in July. [REDACTED] The site should be cleared by the end of September and building work started in November for completion by next Autumn.	
10. Dates and times of future meetings	The next calendared meeting would be held on: 28 November 2013.	CL/All