# MOUNT EDGCUMBE JOINT COMMITTEE

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#mountedgcumbe

Published Wednesday, 15 July 2015

## MOUNT EDGCUMBE JOINT COMMITTEE TO FOLLOW

**DATE:** **FRIDAY 17 JULY 2015**
**TIME:** **11AM**
**PLACE:** **BELVEDERE ROOM, BARROW PARK COMPLEX, MOUNT EDGCUMBE, CREMYLL**

**Committee Members–**

**Plymouth City Councillors-**
Councillors Damarell, Fletcher, Fry, Mrs Pengelly, Smith (Joint Chair), Sparling and Vincent.

**Cornwall Councillors-**
Councillors Austin, Candy, Duffin (Joint Chair), Ellison, Frank, Hobbs and Trubody.

**Co-opted Members-**
Sir Richard Carew Pole Bt, Cdr Crocker, Mr D L Richards and Mr T Savery.

Please find attached additional information for your consideration under agenda items number 9 and 11.

For further information on attending Council meetings and how to engage in the democratic process please follow this link - http://www.plymouth.gov.uk/accesstomeetings

Tracey Lee and Andrew Kerr
Joint Clerks

# MOUNT EDGCUMBE JOINT COMMITTEE

## AGENDA

## PART I – PUBLIC MEETING

**9. MOUNT EDGCUMBE STORM REPAIRS PROGRESS REPORT (TO FOLLOW)** **(Pages 1 - 12)**

The Joint Committee will receive the Mount Edgcumbe Storm Repairs progress report.

**11. MOUNT EDGCUMBE MEANS BUSINESS** **(Pages 13 - 16)**

The Joint Committee will receive the Mount Edgcumbe Means Business report. (The consultation leaflet is attached).

**PLYMOUTH CITY COUNCIL**

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|---|---|
| **Subject:** | Mount Edgcumbe Storm Repairs Progress Report |
| **Committee:** | Mount Edgcumbe Joint Committee |
| **Date:** | 17 July 2015 |
| **Cabinet Member:** | Councillor Smith, Plymouth City Council |
| | Councillor Duffin, Cornwall Council |
| **CMT Member:** | Anthony Payne, Strategic Director for Place |
| | Peter Marsh, Head of Commissioning and Asset |
| **Author:** | Jon James, Natural Environment Manager, Cornwall Council |
| **Contact details:** | tel: 01209 614387<br>Email: jjames@cornwall.gov.uk |
| **Ref:** | JJ |
| **Key Decision:** | No |
| **Part:** | I |

**Purpose of the report:**

The damage to the coastline has been extensive and has affected a number of structures such as sea walls and quays. Following the storms the local authorities made an initial assessment of the damage but the storm damage to Mt Edgcumbe was not logged as part of the assessment, the reasons for this was primarily due to the focus being on major structures and sea defences which had an immediate impact up the safety of local communities. This report will provide an update to the Mt Edgcumbe Joint Committee on the action taken to date, details on the extent of the damage caused, solutions being developed, funding required, funding being sought and implementations of works.

**The Brilliant Co-operative Council Corporate Plan 2013/14 - 2016/17:**

This report links to good management practice and Business planning.

**Cornwall Council**

Business Plan Immediate Priorities: Use of resources and performance management

i) Delivering excellent services

**Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land:**

Cornwall Council has submitted an application to the Environment Agency to secure funding from the second phase of funds being made available for storm damage works. The works identified may not be eligible for 100% of EA funding and it may be necessary for Plymouth and Cornwall Council to provide match funding towards the costs of the repairs.

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**Other Implications: e.g. Child Poverty, Community Safety, Health and Safety and Risk Management:**

If the works are not implemented then there is a risk that the structures which will deteriorate further and may compromise access to parts of the estate and coastal footpath.

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**Equality and Diversity:**
Has an Equality Impact Assessment been undertaken? No

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**Recommendations and Reasons for recommended action:**

That the Joint Committee:

a) Note the contents of the report and the work which is currently underway.

b) That when the level of Environment Agency grant funding is known, the Park Manager prepares a business case for funding the residual cost through a capital scheme to be considered by the Plymouth's Cabinet for inclusion in the City Councils capital programme.

c) That a similar business case be put to Cornwall for 50% match funding as its contribution.

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**Alternative options considered and rejected:**
The Shoreline Management Plan for Mount Edgcumbe recommends that the preferred policy for this stretch of coastline is to Hold The Line on existing defended sections and No Active Intervention for non-defended sections, so it will be difficult to go against the adopted policy and recommend alternative options to Members.

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**Published work / information:**

None.

**Background papers:**

| Title | Part I | Part II | Exemption Paragraph Number | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | | | | | | | | | |
| | | | | | | | | | |

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**Sign off:**

| Fin | DEPlaceFEDD1516007 | Leg | | Mon Off | | HR | | Assets | | IT | | Strat Proc | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Originating SMT Member | | | | | | | | | | | | | |
| Has the Cabinet Member(s) agreed the content of the report? Yes | | | | | | | | | | | | | |

**Introduction**

1.1. The damage to the coastline has been extensive and has affected a number of structures such as sea walls and quays. Following the storms the council made an initial assessment of the damage but the storm damage to Mt Edgcumbe was not logged as part of the original survey, the reasons for this was primarily due to the focus being on major structures and sea defences, such as the Kingsand Clock Tower, which had an immediate impact up the safety of local communities.

1.2. The coastal damage has been assessed and been broken down into four distinct areas of work

- Cremyll Quay- structure has now collapsed and requires rebuilding.
- Cremyll Slipway – void appeared under the upper part of the slipway, works have now commenced.
- Lower Lodge Entrance Sea Wall – rebuilding of sections of the sea wall required.
- Battery Beach Sea Wall – sections of the wall have been compromised and require rebuilding and voids backfilling.

1.3 The estimates provided for the works are in the region of £550,000. In addition to these costs there will most probably need to be Marine Management Organisation consent which may be in the region of £3,500 plus any other ecological surveys and environmental requirements that could be £1,500 depending on the requirements by Natural England.

1.4 An application has been made to the Environment Agency to try and secure funding towards the works at Cremyll Quay, Lower Lodge and Battery Beach. The Cremyll Slipway will be outside the scope of the Environment Agency Funding but we have been exploring funding from the small ports fund. We are due to be notified by the Environment Agency in the next few weeks if funding will be made available. It is hoped that a verbal update can be made at the Joint Committee.

1.5 The Cremyll Slipway works commenced on Wednesday 1 July. The works being carried out will see a large void being filled with foam concrete which will stabilise and permit vehicular access onto the slipway.

1.6 Once we have confirmation on the level of funding from the Environment Agency we can move forward in securing any additional funding required and developing a programme of works with a view to getting these completed before the commencement of the winter 2015/16.

**2. Reason for Report**

2.1 To provide an update for members on th extent of strom damage a long the coastline which affected Mt Edgcumbe, the work which is currently being progressed by Officers and funding which is being sought from the Environment Agency.

## 3. Background

3.1 The coastline of Devon and Cornwall has been battered by a series of storms over the past few years and has causd considerable damage to coastal assets. Following the storms the local authorities made an initial assessment of the damage but the storm damage to Mt Edgcumbe was not logged as part of the original survey, the reasons for this was primarily due to the focus being on major structures and sea defences which had an immediate impact up the safety of local communities.

3.2 Since the damage to the quay and sea wall along the Mount Edgcumbe Coastline was identified, Officers from Plymouth City and Cornwall Council have been working together to develop suitable solutions to enable repairs to be undertaken. During this time Officers have engaged the service of Cormac Solutions who have prepared an options appraisal for the Creymll Quay repairs and costs for the sea wall repairs.

3.3 Cornwall Council has submitted an application to the Environment Agency (EA) as part of the EA's phase 2 round of funding for coastal damage. We are hopeful that we should receive a decision on this in a few weeks.

3.4 Works to the Cremyll Slipway were started on the 1 July and will be completed before the start of the main holiday season. Once completed the slipway will be capable once again of taking vehicles.

## 4. Recommendations:

That the Joint Committee:

d) Note the contents of the report and the work which is currently underway.

e) That when the level of Environment Agency grant funding is known, the Park Manager prepares a business case for funding the residual cost through a capital scheme to be considered by the Plymouth's Cabinet for inclusion in the City Councils capital programme.

f) That a similar business case be put to Cornwall for 50% match funding as its contribution.

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## Mount Edgecumbe – Cremyll Quay Strengthening Options

A topographical survey and preliminary soils investigation have now been undertaken for this site.

Following a discussion with the Engineering Soils Laboratory (ESL) preliminary investigations have revealed rock at a level of 94.500m AOD, which is approximately beach level. However this is at the borehole 5m behind the face of the wall (in the damaged area), and we believe the rock level may be falling seaward, to an estimated 0.5m below beach level.

A further borehole 4.7m west indicated a lower rock level of 93.000m AOD, which may also have an impact on the true rock level. Unfortunately boreholes could not be taken at the base of the wall to confirm rock level there due to the tidal conditions and lack of available low water time.

A number of possible strengthening options were discussed though there was some concern regarding the likely bearing pressure available which could make a standard mass concrete retaining wall unsuitable. The options considered were:

Option 1 – Rebuild existing wall on current alignment
Option 2 – Rebuild existing wall on concrete foundations
Option 3 – Masonry faced piled retaining wall on new alignment
Option 4 – Change quay into a revetment
Option 5 – Precast Concrete Retaining Wall Units

The rock is mainly limestone with which ESL have little experience due to its low occurrence in Cornwall – thus further explorative tests may be required.

The major constraint for the works is the tidal working as the typical low tide levels are close to the base of the wall, thus there would be limited working time without the use of some form of cofferdam or bund. A sheet piled cofferdam would give the most working time but would be expensive and require further investigations to ensure it could be driven into the rock. A further constraint is access, as there is no way for plant to access beach level without the use of a crane or perhaps forming a ramp down from the top. All these issues could increase costs so it is important to choose the most suitable option for ease of construction as well as a good final structure.

Consideration should be given to whether it is essential to maintain the original alignment as the site is within the following:

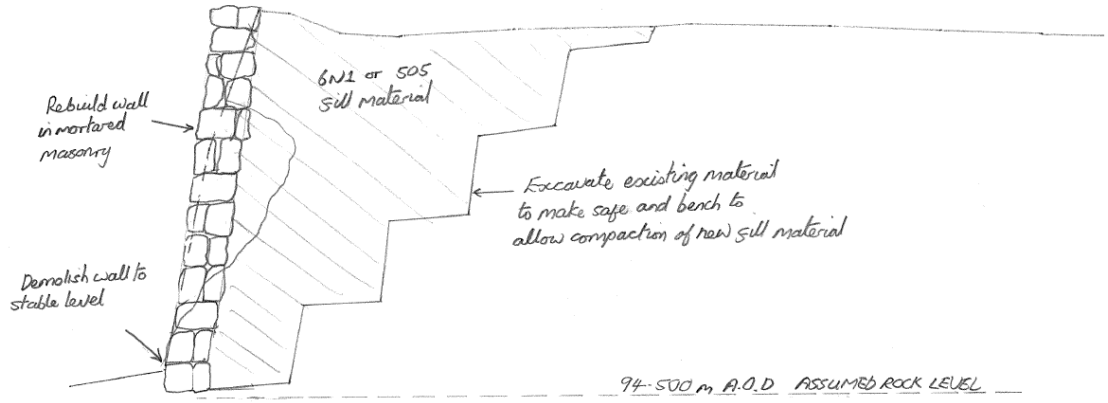
- Conservation Area
- Area of Special Advertisement Control
- Area of Great Landscape Value (AGLV)
- Area of Great Historic Value (AGHV)
- Special Area of Conservation (SAC) (*below Mean Low Water Level*)

**Option 1 – Rebuild existing wall on current alignment**
This option would involve demolishing the existing wall to an extent that makes the site safe for the required construction work and down to a sufficiently stable level to rebuild on. Benching of the existing fill would improve safety and aid compaction of new fill material.

Due to the high tide level and relative lack of a low tide beyond the extent of the works, it is most likely that some form of cofferdam or bunding will be required. This could be in the form of dumpy bags or sheet steel piled walling system. The working area would require pumping to maintain some form of practical working environment.

The new wall would be rebuilt in mortared masonry using as much existing stone as available and backfilled with a 6N1 material or possibly 505 drainage material.

***Pro's:*** *Construction type unchanged. Bearing pressure remains the same.*
***Con's:*** *Potentially subject to erosion as original. No additional protection. Protecting exposed works from tidal action during construction.*




OPTION 1 REBUILD EXISTING WALL ON CURRENT ALIGNMENT

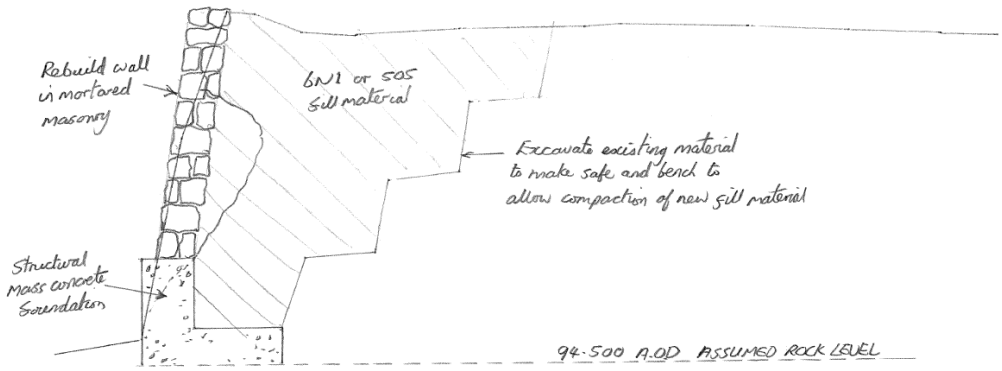
**Option 2 – Rebuild existing wall on concrete foundations**
As above, this option would involve demolishing the existing wall to an extent that makes the site safe for the required construction work and down to a sufficiently stable level to rebuild on. Benching of the existing fill would improve safety and aid compaction of new fill material.

Again, due to the high tide level and relative lack of a low tide beyond the extent of the works, it is most likely that some form of cofferdam or bunding will be required. This could be in the form of dumpy bags or sheet steel piled walling system. The working area would require pumping to maintain some form of practical working environment.

The existing sewer pipe would need to be replaced (where damaged) and the outfall incorporated into the new concrete foundations. The concrete foundation would be constructed to approximately 1.2m above beach level to tie into the similar structure on the western end of the quay and the lower 500mm or so could extend back into the excavated quay by some 1.5 – 2m giving additional protection from erosion. This was suggested instead of a formal masonry faced mass concrete wall due to the increased bearing pressure the latter would impose. Precast concrete units could also be considered due to the reduce construction time.

As with Option 1, the wall would be rebuilt using as much existing stone as available and backfilled with a 6N1 material or possibly 505 drainage material.

***Pro's:*** *Construction type matches west end of quay. Provides additional protection against erosion in critical area. Bearing pressure only marginally increased.*
***Con's:*** *Flexible nature of existing construction lost. Protecting exposed works from tidal action during construction.*




OPTION 2 REBUILD EXISTING WALL ON CONCRETE FOUNDATIONS

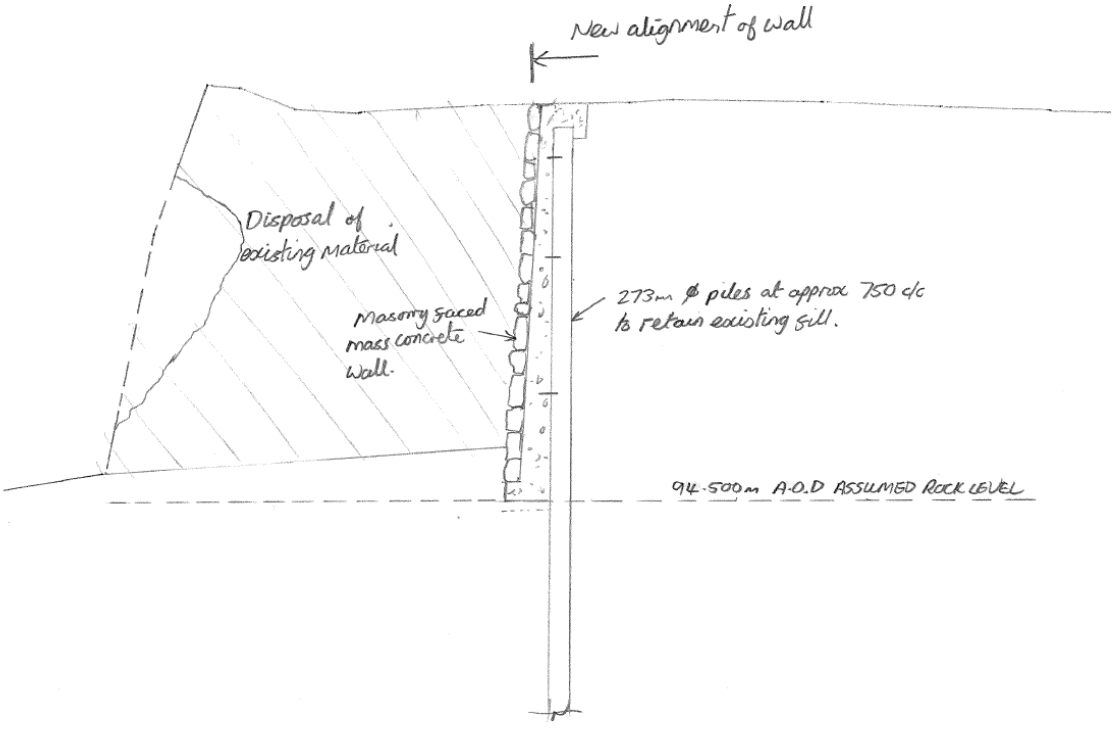
**Option 3 – Masonry faced piled retaining wall on new alignment**
This option would involve a dramatic change to the appearance of the existing quay as it involves realigning the wall some 3 – 4m behind the face of the quay to continue the alignment of eastern approach wall.

This would be constructed by the use of a number of mini-piles inserted in line to produce a retaining structure. This then provides a safe working area for operatives. The existing wall will be demolished with all foundations removed to at least 300mm below the river bed level which will be made good. A masonry wall will be constructed in front of the piled wall with concrete backing filling the void to the piles. Existing stone will be reused as much as possible.

This option could possibly do away with the requirement for a bund or cofferdam as the remaining quay is protected by the piles. However construction time would be quicker if this protection option was still utilised.

Despite changing the appearance of the quay by removing it's promontory, this option may reduce future erosion of the facing by eliminating the obstructive sections of quay with regard to tidal flow.

***Pro's:*** *Safe method of construction. Provides improved protection against future erosion.*
***Con's:*** *Uncertain public opinion to alignment change. Further investigation required to test rock suitable for piling into.*



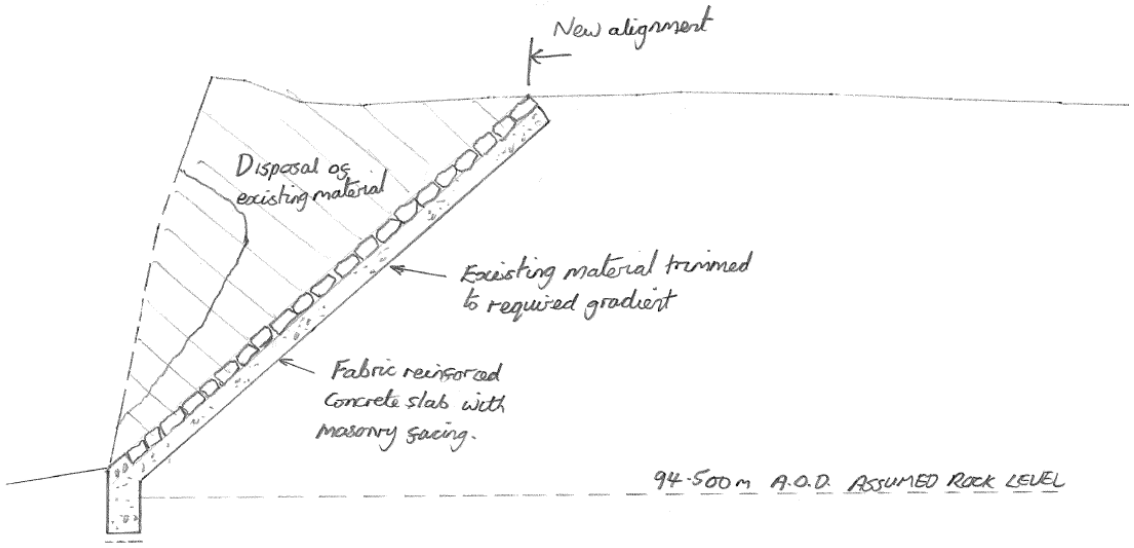

OPTION 3 MASONRY FACED PILED RETAINING WALL ON NEW ALIGNMENT

**Option 4 – Change quay into a revetment**
This option would also involve a dramatic change to the appearance of the existing quay. It would involve reshaping the wall into a revetment such that the top of the wall matches the alignment of eastern approach wall.

This option has not yet been considered in detail as to how it would be constructed but the idea is to construct a sloping masonry faced concrete wall from the existing toe back approximately 4m to the top of the eastern approach wall. This would produce a 45 degree slope to the wall, which I believe would limit future erosion. It would be less of a retaining structure due to it being closer to the natural repose of the retained fill, but more of a protection layer to the land behind.

It is most likely that bunding or a cofferdam would still be required to construct the works.

***Pro's:*** *Prevents future collapse. Provides improved protection against future erosion.*
***Con's:*** *Uncertain public opinion to alignment change.*

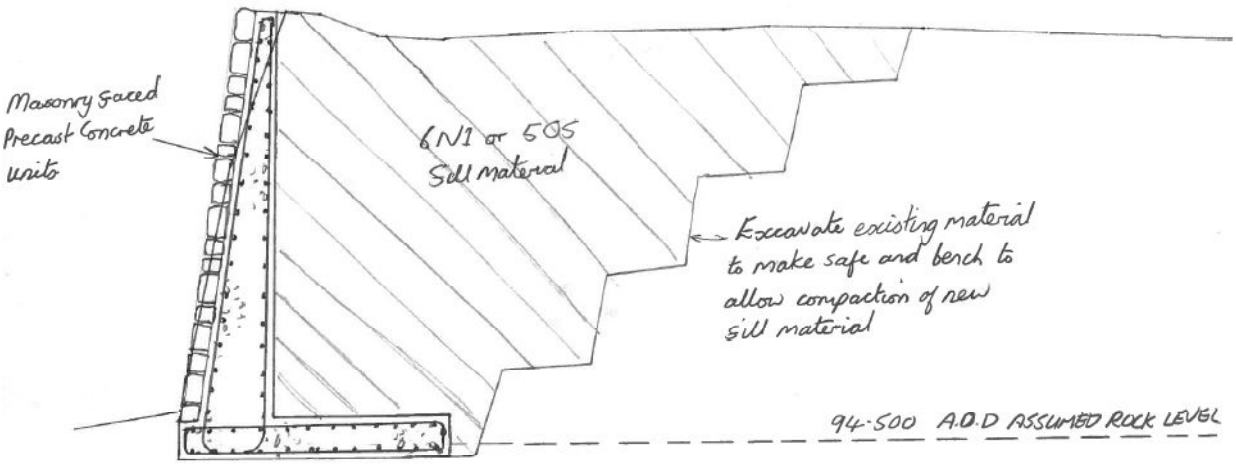



OPTION 4 CHANGE QUAY INTO REVETMENT

**Option 5 – Precast Concrete Retaining Wall Units**
This option would involve constructing precast concrete units off-site to be craned into place on suitable foundations. The joint between units would be required to be designed to prevent ingress of water. Precast units would potentially limit the time working at the base of the wall which is affected most by the tidal conditions. The units could also be mostly masonry faced prior to placing so that only the area around the joints would need facing in situ.

The bearing pressure on the base should not be too excessive due to the limited volume of concrete. However, the reinforcement would be liable to future corrosion due to the constant wet/dry cycle of salt water if the concrete cover is breached. The use of more expensive stainless steel reinforcement would perhaps be a sensible option in this situation.

***Pro's:*** *Quick to install. Less time working in tidal waters.*
***Con's:*** *Existing stone could not be used. Corner section difficult.*




OPTION 5 PRECAST CONCRETE RETAINING WALL UNITS

## Stay at Mount Edgcumbe

Complete a number of property renovations for the purpose of creating holiday accommodation.

**To include:**

- Cremyll Lodge
- English Garden house
- Convert existing offices in the main house
- Gardeners lodges x 2
- Develop caravan and camping facilities
- Self contained eco huts in the woods
- The dog kennels building on upper deer park

## Key strategic drivers

1. Review Governance
2. Establish the overall brand
3. Develop overall business plan
4. Barrow Centre as a central hub
5. Holiday and Residential accommodation
6. Events and Functions
7. Existing and new activity
8. Revise staff structure for delivery of the vision
9. Partnership working with Friends of Mount Edgcumbe

Build on the success of the existing catering facilities with a view to offering more choice for visitors.


The emphasis on this phase of capital expenditure will be to create a number of facilities for the Barrow Centre making units more attractive to business.



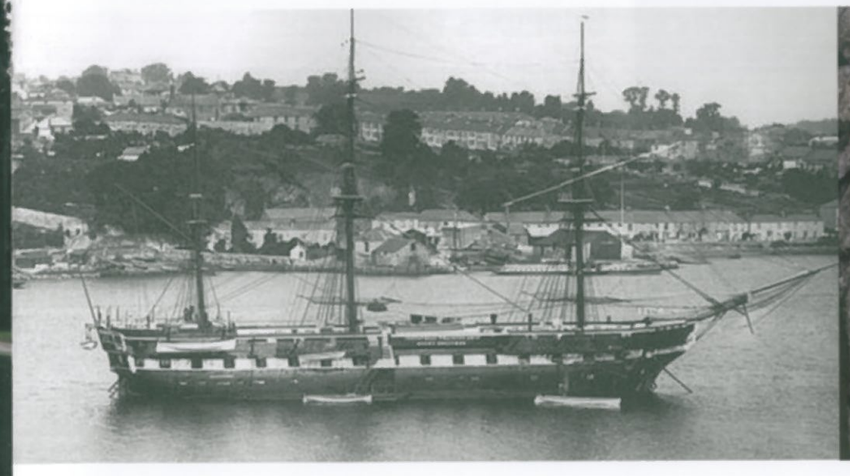
# Phase 1 - To be completed by April 2014

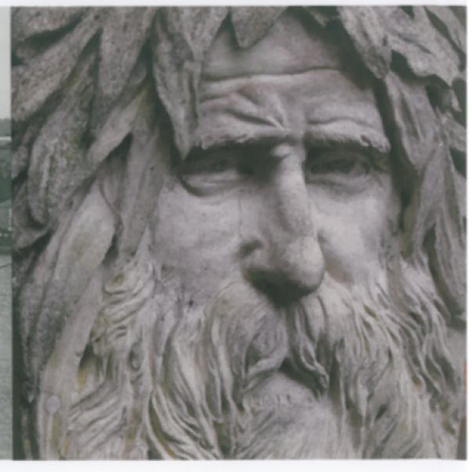
To "create a buzz" aimed specifically to encourage further investment from small businesses, and in turn help attract and secure larger investment for phase two by external funding partners.

Continue to develop the Barrow Centre as a visitor attraction for the park by stimulating commercial lettings and thus reducing the amount of subsidy to the park. Property lettings will provide future sustainable income and help establish a number of small independent businesses with new employment opportunities.

The emphasis on this phase of capital expenditure will be to create a number of facilities for the Barrow Centre making units more attractive to business.

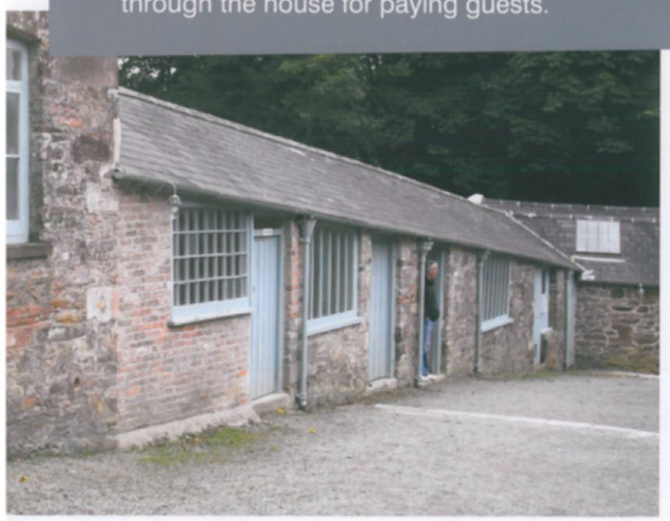
This will be achieved through a combination of small but deliverable initiatives each contributing to an improved visitor experience whilst focussing on the objective of generating income from sustainable commercial lettings.





**From existing resources the park will strive to deliver most if not all the following items before April 2014:**

- Allocate and let commercial unit spaces.
- Make the Barrow Centre more visible.
- Install a quality wifi system.
- Develop the existing series of events.
- Create an aggressive marketing plan.
- Review overall branding of the park.
- Provide a "bat friendly" scheme of lighting.
- TS Mount Edgcumbe – A themed play area.
- Purchase a land train to literally "drive footfall" from the Cremyll gates to the Barrow Centre.
- Develop a pedestrian one way system through the house for paying guests.
- Remove the majority of existing signage.
- Convert the Cremyll shop building to provide holiday accommodation whilst retaining the gift shop at the front.
- Improve fencing along the main road.
- Provide cosmetic improvements to the Triumphal Arch entrance.
- Review on-site car parking arrangements and coach drop off points.
- Consider one way vehicle system into the park.
- Develop Dry Walk car park to accommodate touring caravans as a "certified" location.



## Business Planning

- Establish a funding group of external partners to create a financial strategy for delivery of phase two.
- Develop the business planning for next phase.
- Implement a staffing structure capable of delivering and maintaining the vision for the future.
- Create a Visitor Information Centre and Wedding one-stop-shop facility in the house foyer. (Possible phase two)

# Phase 2 – to be completed by April 2016

## Explore Mount Edgcumbe

- Establish a commercially viable visitor information centre for the Rame Peninsula combined with a one-stop-shop for wedding services.
- Implement a scheme of interpretation across the park including branded signage, heritage trails, identified walks and in particular linking to other attractions on the Peninsula.
- Bring to life a number of listed structures in the park and promote the educational resources available to local schools.
- Renovate the French Conservatory and utilise as a cultural exhibition space and educational workshop.
- Build on the success of the existing catering facilities with a view to offering more choice for visitors.
- Develop additional recreational attractions.
- Provide lighting schemes at various key points in the park.
- Explore invest to save opportunities around sustainable energy sources and waste recycling opportunities.

## Getting to Mount Edgcumbe

Work in partnership with key transport providers to implement a number of improvements for accessing Mount Edgcumbe and encouraging visitors to explore other local attractions.

Renovate the French Conservatory and utilise as a cultural exhibition space and educational workshop.

The Mount Edgcumbe vision is a 3 year blueprint for the future aiming to substantially develop the visitor experience to the grade 1 listed park and increase awareness of the immense historical significance. Increasing the number of attractions, activities and experiences on offer for all age groups.

In implementing the vision the aim is to sensitively realise the parks commercial potential and present the best possible experience for current and new visitors, generating new and sustainable income to help manage and conserve the historic park into the future. Ensuring profitable use and conservation go hand in hand.

# The vision

The unique selling point for Mount Edgcumbe is the wealth of history and stories of famous historical figures associated with the Estate over the centuries.

The history of Mount Edgcumbe provides a unique opportunity to stand out from the competition.

The vision will focus on celebrating the story of the Earl of Mount Edgcumbe family to highlight local history and develop the park into an anchor attraction for the Rame Peninsula.

**A free to enter historic park with a variety of choice income attractions**

## We value your comments

Please let us know what you think about Mount Edgcumbe and the proposals for the future.

Email: **Steve.Pickering@plymouth.gov.uk**

Tel: **07730075946**

Write to:

**Nicola Moyle**
Head of Arts and Heritage
Economic Development
Plymouth City Council
Plymouth City Museum and Art Gallery
Plymouth
PL4 8AJ

# Mount Edgcumbe means business

## A vision document and action plan

November 2013



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PLYMOUTH CITY COUNCIL

CORNWALL COUNCIL