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AGENDA

**1. Welcome new members and Guest Speakers - MG**

MG to welcome new members and guest speakers.

Trefoil

Golden Company

Apologies

Jim Parker and Mike L from Herald Express – not available.

**2. Guest Speakers – 10/20 minute presentations**

Brixham Harbourmaster's Office – Oxen Cove Development

Kevin Mowat

2013 Port Masterplan

Which parts of port due for expansion? In line with neighbourhood plan.

Strategic Plan doesn't specify what should happen in Oxen Cove but it is earmarked for employment in the marine industry.

1997 act allowed land to be reclaimed for use to support the fishing industry, but has only been used as a car park since then.

Harbour / fish market scheme cost £20m, involved borrowing and a number of funding avenues.

European fisheries fund – last chance to use EU money for "English fishing ports" or "fishing industry in England". Up to 75% funding available for the capital expenditure of the scheme.

Approximately £40m in this pot and allowable investments have doubled to £2m.

Landing jetty in oxen cove to land shellfish. Port now significantly busier, since investment and as other rivals not managed to expand so Cornish and Plymouth boats coming here. Also the big quota boats are coming to Brixham, consequently lack of space in the fish market.

The new jetty would be used by existing companies e.g. Plymouth, as well as new players, including new offshore mussel farm. Jetty not built for them but for the harbour authority (this may have been misreported).

Proposal for a unit – warehouse? Fish filleting? Blast freezer? 2000 m<sup>2</sup> which is the employment size specified in the strategic plan. It would remove the lion's share of the car parking currently present. (80 spaces).

Proposal to council: work up a scheme, apply for funding, then go back to council to ask for a decision.

KM in charge of identifying mitigation measures. Recognises that without a good solution the scheme is unlikely to pass the council.

Options:

1. Car park multi-storey. Complicated, ownership, access, contamination so not possible quickly.
2. Build Oxen Cove development on a deck over the car parking space.
3. Add an extra deck to the freshwater quay car parking space and maybe add coach parking to compensate
4. Parking on top of the unit – developers didn't seem to like this idea

Coaches: ideally would like to see drop off in centre of town. Where to park is then a secondary issue. Right now parking and sometimes dropping off in Oxen Cove.

Council has made decision to build jetty, subject to funding but not yet decided about the unit.

What the unit and jetty would look like are planning matters, for the planning subcommittee. KM in charge of planning team but is not a planner.

Need to maintain status quo for the people coming into Brixham but also take opportunities for the fishing industry and associated increase in jobs. Brixham strategically very well placed due to both geography and lack of investment from competitors. Main issue is the lack of space.

Angela George: How many parking spaces involved?

It's the lower section, believe it's 84 spaces in the summer when no boats parked on land.

Angela George: Don't agree shopping habits are changing and why are so many supermarkets being built outside the towns. Also don't agree the Freshwater carpark would be viable, a lot of our visitors are older. Please don't use the rejection of Tesco to influence decision.

Keith Williams: how many people might be employed in this new development?

Difficult to answer, depends on the use of the space.

KW: where will these people park for work?!

That's a current problem for the harbour. Victim of own success. Could fill Oxen Cove just with fishing staff cars!

KW: therefore it's in the interest of everyone to incorporate additional parking into the scheme that is being organised here.

Plenty of people saying it can't work, but would like to hear reasons why it CAN work!

MG: One worry is the loss of coach parking.

KM suggests some options how this could work.

Mark Choppin: Would feel happier if the scheme didn't just replace the lost spaces, but also increases parking overall (partly to provide parking for the new employees). Oxen Cove has already been encroached on.

MG: Councillor Haddock told me that Torbay have borrowed £25m for projects including the central car park, but implied that the Brixham projects would be bottom of the list. MG pointed out a lot of the benefits of a multi-storey in the centre of town. We understand this is a difficult project. If there is any way this could be accelerated we think this would be a great thing.

KM: It's not exactly bottom of the list but we need a viable business case. The power to borrow £25m across the towns has been agreed but each part of this must be viable. Each project could

cost £3-4m. Need to generate £70k extra income per £1m borrowed. NB the Tesco opportunity in the past involved a lot of risk sharing with Tesco. We would look at a scheme if one came forwards and do know that this is a very valuable car park.

Pauline: in the winter months the car park is not full so a multi-storey would not be useful for a lot of the year.

KW: argued the case for a new big store in the town to draw people into the town. We need to talk to these big stores to see the potential of our town to help us regenerate it.

KM: tends to agree and happy to work with BCC and BTC towards this.

FR from Brixham Laboratory: We have some car parking at Freshwater Quarry which is crucial for our business, need to keep this. Why not build off the existing fish market, use existing access via fish market front gate, no need to go into Oxen Cove?

KM: very limited funding opportunity until Brexit. Only got time for a simple scheme.

We could wait after Brexit but who knows what will happen. Lots of discussion of Northern Powerhouse, etc, but not much said about this area.

Reclamation of land is definitely something we will need in the future.

Old oil jetty at end of breakwater is overloaded with fishing gear and one day will collapse! This is because there is nowhere for the fishing industry to put their gear. Any new land would be immediately filled up

Nigel Makin: Fundamental issue with the town centre car park land is toxicity. Without a big draw we will never get a store in there; Torbay's strategy is bringing lots of big businesses all to out-of-town sites so we need to think strategically and build either a big store or a big car park; this investment will be a catalyst for other people to decide to come to and invest in the town. There are many examples, e.g. Whitstable, where it's impossible to get a shop because the council has invested. I just don't see a strategy.

KM: Currently writing town centre business plan, could do with input, we want a clear steer from the people of Brixham about what direction you want your town centre to go in.

Lynne Peets: Don't we have this from the time of the Tesco investment?

KM: No not complete town strategy.

NM: Can you give us an idea of the jetty, how many trawlers can park there?

KM: Comes off t 90 degrees to Oxen Cove, big enough for 1 beam trawler on either side. Floating jetty? No projection from weather, and doesn't disrupt water flow at all. And cheaper.

The landings would be pretty infrequent and the council would anticipate a barrier in action when shellfish were being offloaded. In the future, if further development were happening which caused the jetty to be used more, the council would try to make a small adjustment of the footpath around the back of the car park. Which may not be a car park lol.

KM: If we can work out how to get surplus income from any new fishing projects, this could perhaps be set against investment for car parking.

Still need to go out to get interest and work out how much money would be generated. Will be looking for companies to "prelet"

From the floor - Sounds like you are trying to grab the £2m without much thought about how it might affect the traders of Brixham?

KM: Well I have a duty to prepare a scheme to take advantage of this opportunity, it can later be decided if it should go ahead.

From the floor - where does the "shellfish village" come from? This sounds like a beautiful little set of shops and cafes, it sounds disingenuous.

KM: it comes from the neighbourhood plan. I don't know what this would be used for. But I do know that the planning committee would not allow anything to happen which is noisy, smelly etc.

From the floor – This is a fishing port, there are smells and fishing boats.

NM: we get a lot of customers coming because they like to see a fishing port.

Sandra (lives overlooking the development): We understand that the development has to take place but we are nervous about the size of the development. There is only one entrance and can't expand it. How will all the vehicles get in and out? Will there be traffic lights?

MG: These are some of the questions we will be able to look at once the report is complete. And another reason why we should look at the central car park development.

We have heard numbers of 50 jobs from the jetty development and 200-300 jobs from the new unit.

Please can all of us be active within the process. We have local knowledge and ideas, we are much better to be actively consulting with the process rather than hearing about it further down the line.

KM: I really want your feedback on mitigation measures because we all need to feel comfortable about what the plans are at the end.

### **Nicki and John Holmyard – Development of the Mussel Farm**

Nicki gave a really informative presentation that looked at the strategy and reasons behind their moving to this area, the advantages offered by Brixham and the success of the move to date. They discussed employment opportunities and the training that they offered and their hopes for the company's further development. They looked into the farming processes and explained the low impact of the farm upon the bay.

### **Questions:**

How many employees? About 50 offshore and 50 onshore if they were to get the building.

Only 2 trucks per day.

No cooking, no smells, no noise. Not 24 hour operation.

MG: Our concerns are primarily about the car parking, keep coming back to the central car park which would take a lot of pressure away from Freshwater and Oxen which would make these developments much easier.

We can see that developers can get land for big stores much more cheaply out of town. We need to get behind the car park project to support the existing and future businesses.

AG: how much would this car park cost?

MG: Councillor Haddock says people have come up with plans,

AG: Freshwater multi-storey would be cheaper and easier. No exact figure but region of £4-5m in previous analysis. £400k income would allow us to borrow £5m, but this £400k is already coming in and part of the budget, not available as new money to justify the project.

MG: Sarah Wollaston is happy to help look for other sources of funding.

KM: We are a small unitary authority under huge pressure, we need more funding in general, if anything can be done via local MPs it would be great.

From the floor – 100% agree that we should be getting a multi-storey car park in the centre of town, and we hear funding is not available. Recent business plan from councillors had very "naively optimistic" business plans for other schemes, why not use some of this money?

From the floor – The money for the car park was spent on the airshow.

### 3. Car Parking – Councillor Robert Excell

News, views, developments and your feedback please

I'm here to listen to your concerns and maybe I can help... My role is to advise Kevin what would be best for the communities.

**Matthew Stuart: Oxen Cove and other car parks are now using vehicle registration. The passes for a month's parking don't allow holiday home owners to adjust the registration for each guest, without a £20 charge each time the registration changes. This means instead of £50 per month it can be £130 per month, a 180% increase.**

RE: I will look into this, I haven't heard anything about it.

MS: Your department told me they would pass this on to you

RE: I assure you this has not happened.

KM: The system you refer to has been widely abused in the past (not by holiday home owners in this way). We are moving from the paperless system to an online model which works fine for most users but is not suitable for the situation described. We need to decide if we are happy with the way you want to use these passes and then try to resolve it via a self-use log-in system for business owners to alter their customers' registrations.

**MS: Southern Quay car parking prices have increased dramatically within the last year.**

KM: We have huge demand for that car park and we have increased the pricing to market values. Otherwise the rest of us are subsidising your business. I think all the spaces are sold by the existing owners.

MG: The council has messed up the evening parking charges. When it was raised it was dealt with in just a couple of days.

**Mark Choppin: My businesses are inherently dependent on parking within the town. I'm amazed at the level of mistakes and seeming lack of care which go into the car park. We have signs which don't tell anybody that for permit holders this is a long-stay car park. There are incorrect signs saying that the car park is not available for permit holders to stay more than 3 hours. The signs are in a very poor state and when I hear that the car park is making £400k per year I can't understand why you can't afford a lick of paint and a new sign.**

RE: I totally agree about these observations. Within the next couple of months we'll be getting new signs.

KM: Please send us specific issues. On the general issue, we lined up new signs last year and due to funding they were cancelled at the end of March. The car parking revenue all gets taken away to cover the council's lack of funding. We tried to address the immediate problems earlier in the year but the operational team made a couple of mistakes in a rapid rollout. I'm sorry this happened.

The long-term issues regarding the permit system is unforgivable and we will address it.

RE: Championed the winter tariff at the start of October rather than moving onto a new standard pricing model which would have been more expensive over the winter months. Would you prefer a year-round tariff?

MS: Following the recent transaction I understand we were coming to a simple tariff all year round of 50p per half hour, but this only lasted for a few months.

**Matthew Clarke, Partington Print. It worries me that in 10 years we've not yet got this right. In Newton Abbot you have free parking on Sundays, pay-on-exit parking. Kingsbridge have £1 for 4 hours. Preston esplanade has free parking. You have**

had 10 years to get to visit other seaside towns and see best practise...  
Businesses are closing all over Torbay because you haven't got parking right.

MG: Summer evening parking rules led to people leaving their shift halfway through to feed the meter. Theatre staff and performers had to return to the car. Business owners had to do the same. We do need evening parking rates from 6pm all year round.

RE: A year ago I told Jim Parker that all evening rates should start at 6pm and I advised Kevin to do so.

KM: We will be bringing evening parking times back to 6pm, I don't think that any members believe that 10pm was the right change.

Nigel Makin: Now we are well after the consultation process, there still seems to be a lack of understanding about the practicalities of parking in our town. I don't think people in the council have come to experience the parking problems. Money was spent in 2016 on cash-only parking machines. People can't use the machines and don't know their registrations. East Devon has not only a simple, consistent tariff but easy-to-read signs, easy-to-use parking machines, easy-to-buy long-term permits. In Beer, over 50% of the revenue is from long-term parking tickets. And this brings people back into the towns, they have paid for parking and they then spend their money in those areas.

This is all about STRATEGY. Your spreadsheets don't reflect the reality of what goes on here. The people who look after parking don't talk to the business rates people; the silo mentality leads to shops closing.

*Large round of applause*

RE: Kevin is the saviour of all our woes.

KM: I spoke with Nigel a lot in the parking consultation and I agree with a lot of what Nigel says.

The parking machines are not straightforward. There are fees to the credit card companies, the machines themselves, etc. I have to ensure I meet my 3% year-on-year growth.

We did do the number plate machines because everyone else was doing it... but the industry now thinks they are not a good idea as they are harder to use. The glare issue is really annoying as I have asked to fix this many times.

We do want consistent charges including a year-round simple system. There is an annual outcry in the spring when the charges go back up. The year-round tariffs would be higher in the winter than now, but lower in the summer.

MG: appeal for all parking related problems / questions and we will assemble a master list to send over to Kevin.

AG: The current parking machines are terrible, they never seem to work and there are long queues of people trying to use them.

For pay-on-exit beware at the end of events there might be lots and lots of people waiting to pay at the same time.

Look at other areas car parking boards!

KM: I've looked at car parking boards all round the country too!

AG: My fear is we say these things and they fall on deaf ears. Will we be heard tonight?

KM: Yes, I will listen. But everyone has their own slightly different view and I can't necessarily please you all. It is all about the budget at the end of the day.

David Giles: Consensus evolves around fair play. Does parking need to be so complex? Why are the people of Brixham inadvertently subsidising those areas

**around the bay with free parking? We should have the same system everywhere. Can we have an undertaking tonight that there will be fairness across the bay??**

RE: We agree there should be one price for the whole bay. At present, Brixham is cheaper in the evening than Torquay. However, once we start to put things to the council then political issues come in.

Keith Williams: Despite all the years you've promised us things, nothing has really changed because you don't have the teeth to make it happen. We need someone here who has the teeth!

KM: At present, we are minded to recommend a single year-round tariff, what will they look like exactly? This is something I will be thinking about and will make a recommendation but the councillors will take the decision.

Pauline: **There is a smartphone app which all car park users can use all round the country, it should be better advertised.**

From the floor – I don't have a problem of the split winter / summer tariff but don't want to lose the £50 permit.

From the floor – My concern is if we have the same tariff year round, I fear the coach drivers won't come in the winter, they will go somewhere which is free. Maybe they could be subsidised?

Mark Choppin: I'd ask for the £365 tariff to be kept too.

KM: The £365 permit is, I believe, the cheapest car parking permit on sale anywhere in Devon.

AG: **What about paying for these permits by Direct Debit?**

KM: Direct debit for an annual payment isn't straightforward, nobody in the country does this. We might look at a monthly system.

After much debate, MG drew the meeting to a close, postponing officer reports until the January general meeting when we will be making end of year reports. He thanked all visiting speakers and appealed to the people attending to send him their concerns on parking and the proposed developments so that he could pass these on to Kevin Mowat.

**Date of next meetings:**

**Next Chamber executive meeting : Thursday 14th December 2017, Brixham Yacht Club, 6.00 pm to 8.00 pm**

**Next General Meeting : Tuesday 23<sup>rd</sup> January, 2018, Berry Head Hotel, 1900-2100hrs**