

Meeting between SHRA Representatives and Carillion plc
Wednesday 25th September 2002, Offices of Sovereign Harbour Limited

Representing Carillion / SHL:

Mark Orriss (MO)	Development Director, Carillion
Clifford Carvell (CC)	Project Director, SHL
Dan Hughes (DPH)	Marina Operations Manager (Harbour Master)

SHRA Representatives:

Reg Ludford (RL)	SHL Liaison
Dave Hitchcock (DH)	Planning Issues
Clare Donovan (CD)	Chairman

The second of proposed regular meetings between the two groups to raise issues important to those who live at the Harbour, this is a report of the meeting and is not intended to represent accurate minutes.

Issues raised stemmed from the last Public Meeting of the SHRA held on September 10th as well as on-going issues from the previous meeting (June 14th).

HEALTH CENTRE

As David May, from Eastbourne PCT, had been seen leaving a meeting as we arrived, discussions started with regard to the provision of a Health Centre at the Harbour.

RL asked if there was a possibility that any proposed site would be donated by Carillion to the SH Trust for the residents of the Harbour.

MO said that discussions were proceeding with the PCT. Government funds were available, however, if assistance was to be provided this would most likely take the form of a subsidy. The land would not be donated. SH Trust will not be involved as this lies outside the remit of the Trust.

A variety of options were being discussed, with the PCT looking for a SHORT term as well as a more permanent LONGER term solution. Carillion expect to need a presence at the Harbour for at least another 2 years however this need not necessarily be in their present offices. Help would be offered with any suitable short term options if applicable.

SEA DEFENCES

RL asked for an explanation for the delays to the proposed movement of shingle for sea defences from October 1st to October 14th and questioned the provision of a temporary road to the beach.

MO With regard to the road, there was a Planning issue relating to Planning consent given in December 2001 remaining subject to a 106 agreement relating to buffer zones at the roadside. Discussions were on-going with EBC. It is hoped work will start on October 1st to provide access by a temporary road and if this remains unavailable, access will be provided through Site N (Wimpey) – with agreement from the Highways Authority - as an interim measure. Carillion would not stand in the way of work starting when required.

It was believed that delays had been exacerbated by failure of the Environment Agency and Pentium (responsible for the defence work) to agree a contract – now understood to be resolved.

- RL asked if SHL were intending to write to all residents regarding movement of heavy lorries as had been the policy in the past.
- CC This is the responsibility of Pentium/ Environment Agency and help would be provided by SHL if possible.
- MO Stressed that lorry movements would be only short term and agreed that work should be completed by December.

PLAY AREAS

Some residents had voiced disquiet at lack of play areas for their children.

- MO Each developer has a responsibility to provide “open space” and EBC planning permission requires this. SHL has no plans for any central amenities area. However, SHL have made donations (amount specified and index linked) to EBC for provision of “sports facilities”. It is the responsibility of EBC to use these funds within 5 years of the second instalment (now paid).
- DH suggested that a letter be sent by SHRA to EBC to ascertain where and when these facilities will be provided. (Paperwork specifies “within St Anthony’s Ward”.)
- CC also confirmed that Carillion are continuing to pay money to ESCC for continuing road improvements, including cycleways.

TRAFFIC CALMING

Again pleas had been heard for traffic calming measures particularly along Atlantic and Pacific Drives. There was discussion about which roads had been adopted by EBC.

- CC ESCC (Highways) had been asked to advise on requirements for Pacific Drive and the road had been laid in accordance with agreed details, Any changes would need to be agreed with the Highways Authority.
- MO a meeting was scheduled with the above Authority and the subject would be raised (see later notes).

BUSES

- CC Eastbourne Bus Co had not notified SHL of their intention to start the service to Sovereign Harbour North. Enquiries will be made regarding insurance risk as the roads have not yet been adopted by EBC.

WEST HARBOUR

Easy access to pontoons, particularly by children had been identified as a problem.

- DPH the problem had been notified to Sunley Homes and they had now finished work to the gates to prevent this problem recurring.
- RL drew attention to a problem close to the Piazza – this will be investigated.
- CD queried plans to provide gated access to pontoons adjacent to David Wilson site.
- DPH Future pontoon usage may require a review of this matter. But there were currently no plans to provide gates and therefore there should be no reason for David Wilson to defer completion of the walkway.

COVENANTS

The subject of caravans/camper vans and commercial vehicles was raised.

- MO Land was sold to developers with a restriction on caravans. The Builder is responsible for upholding the covenants. This may defer to any management

company set up within developments following completion of the build programme but could remain the responsibility of the builder even after site completion.

It was generally agreed that this is a very difficult area and residents should discuss matters between each other and take legal advice.

CONTRACTORS PARKING

CC provided RL with names and addresses of all developers so that letters could be sent asking for control over contractor parking.

SITE T (this is the area linking North Harbour to the Waterfront)

It was confirmed that walkway will be maintained during development of the site. The bridge giving North Harbour residents access to the Waterfront will be raised at times to match lock gates opening.

MO Suggested there may be times when access would be restricted for safety reasons (Developer is Country Homes (currently Heritage Quay) under the name of Grosvenor Quay).

CD requested that a notice be published when such times were known in advance to prevent inconvenience to North Harbour residents.

MO All large residential sites had now been sold.

CYCLEWAY COMPLETION

DH asked when there was a planned completion of the cycleway between the Retail Park and Atlantic Drive – there is a 5 feet stretch of pathway remaining unfinished on the Carillion side of the fence.

MO there are on-going discussions with Prudential and EBC regarding this link with the retail park and it remains a fundamental planning issue which also includes continuation of the bus route from Atlantic Drive to ASDA. Carillion would like it completed asap. The fencing around the retail park is the property of Prudential and not Carillion. There will be a meeting with the Highways Authority this week to discuss matters outstanding such as the pathway with Persimmon and WhiteOaks which appear to be preventing completion of the walkways.

MAINTENANCE

Questions had been raised regarding defunct street lights and damaged bollards.

MO will be dealt with before Christmas

DPH street lights have been numbered to ease identification of those not working.

SH TRUST

RL Voiced unease at no local (resident) representation on the Trust in order to best protect the interests of residents who pay money into the Trust.

CD had the Environment agency identified representatives for the Trust as discussed at the last meeting?

MO Nothing yet forthcoming from the EA. The Constitution of the Trust was available from the Trust's solicitor and was readily available to all. (CD to obtain a copy)

HARBOUR CHARGES

Bill reminders had been sent where necessary but numbers were not in excess of those numbers normally expected. Invoices will be sent out in December and following a review by the SHRA Committee, written explanation of how charges are made will be sent out with each new invoice.

- DH apparently legal challenges were being made to the charges as no capping is mentioned in agreements.
- CC No legal challenges had been received and the Divisor was likely to remain at 1500 for this year with an estimated charge being £100 – 120.
- MO hopes that the current charges will be the highest likely. Charges are made on the basis of necessary works in relation to budgets such that large increases in charges should be planned for and spread across future payments to prevent for “emergency” repairs etc.

THE POND

It is anticipated that material for infill will be provided from sites S and T.

B&Q

The Public Enquiry has been set for February 2003. It was hoped that the residents could agree the benefits of the B&Q development in helping to allow for completion of the Marina site as a whole.

BOAT STORAGE

Boat storage will not be possible in the future on sites S and T due to the proposed development. Planning permission was being sought for this (temporarily) on the proposed B&Q site. It was envisaged that boat movements would be limited. [Boats need to have periods out of the water for maintenance/repair]

FUTURE PLANS

There are no current plans for future, further Waterfront development and these will not be subject to B&Q planning approval.