

**North West Secmaton Lane, Dawlish (DA2)
and Dawlish Green Infrastructure (DA6)**

DA2 and DA6 Development Framework Plan

Supplementary Planning Document



Adopted June 2016

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Infrastructure (DA6), Dawlish Development Framework Plan
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Introduction

- 1.1 The North West Secmaton Lane, Dawlish Development Framework Plan (DFP) amplifies and clarifies the requirements of Policies DA2 and DA6 of the Teignbridge Local Plan 2013-2033.
- 1.2 The DFP sets out how proposals for housing and the required infrastructure at DA2 and DA6 should be planned, delivered and phased comprehensively and in a sustainable form across the allocation. It will be a material consideration in determining planning applications, ensuring that the overall allocation requirements, particularly in relation to planning and delivery are able to be met. This includes what infrastructure is required, where, when and how it should be delivered.
- 1.3 The Framework enables individual planning applications to be considered against a consistent and comprehensive approach, to secure the successful delivery of the allocation as a whole.
- 1.4 The document is an adopted Supplementary Planning Document (SPD). The SPD carries a significant level of planning weight and will be used as a material consideration in determining planning applications for development proposals in the area.
- 1.5 Minor variations from the DFP, for example precise boundary locations or necessary changes to infrastructure locations based on more detailed evidence, will be considered on their merits as part of the planning application process, and will not require a revision to the DFP. However, if the changes are strategically significant to the DFP, for example, major changes in infrastructure timing or location of key development, then planning permission should not be granted unless material considerations indicate otherwise or the DFP is formally revised.

Background Documents

Teignbridge Local Plan 2013-2033

- 1.6 The Teignbridge Local Plan 2013-2033 was adopted on 6th May 2014 and therefore the following policies are part of the adopted Development Plan for Teignbridge.
- 1.7 Policy DA2 of the Plan allocates land at North West Secmaton Lane for at least 860 homes along with a range of social and community infrastructure and transport improvements. The principle of these policies is now accepted.
- 1.8 Policy DA6 of the Plan states that approximately 15 hectares of strategic green infrastructure will be delivered in the form of a strategic 'blue and green' route from development proposed in policy DA2 to Dawlish Warren Road.
- 1.9 Policies DA2 and DA6 can be seen in full in Appendix A, alongside Policy S17 which sets out the overall vision for Dawlish.
- 1.10 The southern part of DA2 (Development Area 1) already has planning permission for 96 houses which are already under construction, so this DFP

does not go into detail regarding this area. Within Development Area 2, adjacent to the existing urban area, planning permission has been granted for up to 75 houses.

- 1.11 The Community Infrastructure Levy (CIL) has been adopted by the Council, effective from Monday 13th October 2014 (see section 4.5 – 4.6).

Dawlish Neighbourhood (Development) Plan

- 1.12 Dawlish Town Council is currently preparing a Neighbourhood Plan, covering the whole of Dawlish Parish. As the Plan progresses through to adoption more weight will be afforded to it. Once 'made' the Neighbourhood Plan will have statutory weight and will be considered as part of the Development Plan when determining planning applications for development in Dawlish.

The Development Framework Plan

- 2.1 The Development Framework Plan sets out the context for DA2 and DA6 before describing the area and providing further information in relation to land use and key policy requirements.

Development Context

- 2.2 Policies DA2 and DA6 have been informed by various studies that have set the context and shaped the allocations as proposed. This section provides a summary of the available information, which sets out the main challenges in relation to the site. These do not necessarily indicate absolute constraints and where possible mitigation measures are identified in the DFP to overcome them. The Context Plan (Plan 1) includes;

- | | |
|-------------------------------|-------------------------------------|
| • Extent of Areas DA2 and DA6 | • Indicative link road |
| • Settlement Limit | • Flood Zone 3 |
| • Community Facilities | • Cirl Bunting Breeding Territories |
| • Major planning permissions | • County Wildlife Site |
| • Existing cycle routes | • Tree Preservation Order area |

- 2.3 The development context as identified in Plan 1 shapes the Land Use Plan and this Framework. Appropriate surveys, information and evidence will need to be submitted with any planning application.

Environmental Assessment

- 2.4 This document has been screened against the need for Strategic Environmental Assessment and Habitat Regulations Assessment. These documents are published alongside this Development Framework Plan.

Development Areas

- 2.5 To assist in understanding the area, the preparation of the DFP and how infrastructure may be delivered across the allocation, Development Areas have been identified.
- 2.6 These Development Areas have been shaped by the existing land ownership. It is considered that the Areas can function both individually and together

across the wider allocation. Phasing of the delivery of development and infrastructure would be expected to relate to these Areas. However, the Framework Plan does not require or restrict delivery of these Development areas to any specific order. The Development Areas are included within the Land Use Plan - Plan 2.

Land Use Plan

- 2.7 The Land Use Plan (Plan 2) demonstrates how a sustainable and comprehensive development can be delivered at North West Secmaton Lane taking account of the constraints and evidence that has been submitted.
- 2.8 There are a number of key principles embodied within the DFP as well as the policy text of DA2, DA6 and other relevant Local Plan policies with which compliance is required. The objective of these policies is to deliver new homes and create a place which provides the necessary social and economic infrastructure, including improved road, cycle and pedestrian links, appropriate areas of green infrastructure and net gains for biodiversity.
- 2.9 The Land Use Plan (Plan 2) indicates a new road avenue, green infrastructure and corridors, and broad locations of play areas, which will need to be considered in more detail through the planning application process. Indicative routes are shown on the Plan to establish the principle that the development areas are inter-connected.
- 2.10 Whilst some amendments to the alignment of these links and the layout of structures will be considered, taking account of detailed master planning exercises undertaken when a planning application is submitted, there are specific requirements which will need to be met. These are set out below in Section 3.

DA2 – Urban Extension Policy Requirements

- 3.1 The Vision set out in Policy S17 of the Local Plan is that Dawlish will be a sustainable, thriving and prosperous place that supports a high quality life for all its residents. To achieve this, a number of policy requirements have been set in Policy DA2. Each of these requirements will shape the overall development alongside other policies in the Local Plan. The Council's expectation is that all of these requirements will be met on a comprehensive basis, unless new evidence indicates a more suitable alternative approach. Each policy criterion is set out in full below with additional detail on the interpretation of the policy to facilitate its delivery.
- 3.2 It is expected that all development within DA2 will contribute to all policy requirements. Any planning applications submitted to the Council will need to demonstrate how they comply with the adopted Framework Plan.

Criterion (a) Masterplan

- 3.3 *“include a comprehensive landscape and design led masterplan for the strategic site allocation, produced with meaningful and continued input and engagement from stakeholders”*
- 3.4 Achieving high quality design within the DA2 allocation is required by Policies S1 (Sustainable Development Criteria) and S2 (Quality Development) of the Teignbridge Local Plan 2013-2033. This framework facilitates the delivery of a successful urban extension and will make a significant contribution to ensuring that the new neighbourhood will integrate successfully with the existing settlement.
- 3.5 The Council’s draft Design Guide SPD for the district will be available on the Council’s website in 2016. It will supplement other available guidance such as the HBF’s *Building for Life*. It is expected that design and access statements and plans submitted for approval as part of any planning application or application for approval of reserved matters would demonstrate compliance with DA2(a) as well as how the over-arching objectives of policy S2 are met. The following table explains in further detail how policy S2 can be implemented, and should be considered at the detailed design stage;

Local Plan Policy S2 Objective	Implementing Policy S2
a) integrating with and, where possible, enhancing the character of the adjoining built and natural environment, particularly affected heritage assets;	<ul style="list-style-type: none">• Reflect the best aspects of any existing built form in the materials, massing, rhythm, boundary treatments and density of new development.• Integrate historic and natural heritage features into the built form and green infrastructure of the development. Retain and integrate existing natural features wherever possible.• Existing character can be complemented by modern designs and materials, where they are of sufficient quality and reflect local character.
b) making the most effective use of the site;	<ul style="list-style-type: none">• Design for efficient development densities that avoid cramped sized buildings, streets and spaces. Avoid creating small pockets of land with no clear sense of purpose or ownership.• Provide sufficient on and off-street parking for developments. This could include well designed on-street parking, on-plot parking, allocated and unallocated communal parking and courtyard parking.• Provide a distributed vertical and horizontal mix of uses within a neighbourhood centre, including flexible commercial, retail and residential space.
c) create clearly distinguishable, well defined and designed public and private spaces which are attractive, accessible and safe and provide a	<ul style="list-style-type: none">• Face buildings onto streets, paths and public spaces (avoiding blank facades) to ensure public areas are active, well overlooked and feel safe.• Use suitable boundary treatments on all gardens and property to ensure the public/private domains are clearly

stimulating environment;	<p>distinguished and attractive.</p> <ul style="list-style-type: none"> Consider how lighting, footpaths, planting, landscaping, interpretation and play and exercise facilities impact on the safety and attractiveness of public and semi-public places.
d) allow for permeability and ease of movement within the site and with adjacent areas, placing the needs of pedestrians, cyclists and public transport above those of the motorist, depending on the nature and function of the uses proposed;	<ul style="list-style-type: none"> Design movement networks suitable for all user types within a framework of interlinked street typologies, from main avenues down to mews, foot and cycle paths. Use filtered permeability to connect areas where vehicle access is not desirable. Consider the needs for movement by non-car means from the development permeating into surrounding areas, allowing people to walk and cycle to key local transport links, schools, shops and the town centre.
e) create a place which is easy to find your way around with streets defined by a well structured building layout;	<ul style="list-style-type: none"> Plan a framework of street typologies, to provide a clear sense of importance, priority and legibility to the streets and spaces between buildings. Design street types and public spaces which create a sense of place, taking into consideration the use of materials, shared spaces, and parking arrangements that communicate the type of public realm. Locate landmark buildings with a high quality of design and architecture in key locations such as at junctions, on corners or at the end of vistas.
f) the building layout takes priority over parking and roads, so highway requirements do not dominate the site's appearance and function;	<ul style="list-style-type: none"> Be satisfied that the building form, layout, function and block sizes will work before determining the highways and parking options. Create streets not roads – create streets with buildings facing onto the street to encourage activity on the street. Avoiding designing car dominated roads in residential or built up areas. Design to achieve traffic speeds of 20 mph or less. Work with the highway authority to encourage a flexible approach to junction separation distances, turning radii, use of simple good quality materials and surfaces to differentiate street types, and minimise street signage, markings and clutter.
g) the buildings exhibit design quality using materials appropriate to the area, locally sourced if feasible;	<ul style="list-style-type: none"> Reflect the best elements of the local vernacular and character of the buildings and spaces. This includes the street patterns, densities, rooflines, boundary treatments, set-backs and building scale, as well as the traditional materials. Use modern materials in ways that complement the local vernacular and help to contribute to the sense of place. Consider how a building's use may change over time and ensure the design maximises the opportunities for flexibility and personalisation.
h) create inclusive layouts	<ul style="list-style-type: none"> Ensure places maximise the opportunities for people to

which promote health, well-being, community cohesion and public safety;	<p>walk and cycle to, from and through the development. Include segregated cycle routes suitable for children.</p> <ul style="list-style-type: none"> • Ensure public and semi-public places are well lit, overlooked by active frontages and feel safe, with consideration given to planting. • Include public spaces and squares with seating, planting, play space and other recreational opportunities. Where suitable, include ground floor commercial spaces, designing buildings flexibly to allow uses to evolve.
i) provision of an appropriate range of dwelling types taking account of demographic changes;	<ul style="list-style-type: none"> • Provide a mix of house types and sizes, taking into consideration the likely demand and need for housing for single households, families with children, custom build, independent older people, sheltered housing and extra care housing. • Plan for mixed communities, with affordable housing distributed in parcels not concentrated in one area. • Use vertical and horizontal mixed uses, including homes above shops, to create more vibrant places and support the viability of development;
j) incorporate public art where this can contribute to design objectives;	<ul style="list-style-type: none"> • Combine public art with children's play or other new or existing green infrastructure features to provide landmarks and focal points and create safe and engaging linear routes connecting destinations together, improving the sense of place and legibility of an area; • Incorporate public art, water features, SUDS and landmark buildings into streets and public spaces to create high quality public realm and focal points within new developments. • Seek to incorporate innovative and statement buildings and structures, such as green walls, footbridges and landmarks to act as focal points.
k) respect the distinctive character of the local landscape, seascape, protecting and incorporating key environmental assets of the area, including topography, landmarks, views, trees, hedgerows, wildlife habitats, heritage assets and skylines;	<ul style="list-style-type: none"> • Use new streets and buildings to frame existing views and vistas of the landscape and townscape. • Keep and integrate existing assets and feature such as hedgerows, mature trees and streams to enhance the richness and sense of place of the development. • Ensure the quality of new buildings and streets respect existing buildings, particularly those with significant cultural or historical importance.
l) ensure that the development is usable by different age groups and people with disabilities;	<ul style="list-style-type: none"> • Ensure that pavement widths, street trees, parking and crossing points are considered holistically, allowing all users, including parents with prams and disabled people, to easily move through streets. • Where required ensure that both steps and step-free access are provided along streets and into public or semi-public buildings. • Design highways lighting, street furniture, signage and

	utilities infrastructure together, to minimise clutter and create streets that are easy to move through. Also consider bin storage and how the street will function for all users, including on bin collection days.
m) location and scale of Sustainable Urban Drainage Systems.	<ul style="list-style-type: none"> • Design SUDS to be surface water features as a first preference, rather than underground storage tanks. • Consider how SUDS can be a positive green infrastructure feature integrated within a development. The use of SUDS has been demonstrated to contribute towards a development's natural open space provision, supporting wildlife and recreation. • Where possible design SUDS to be usable green spaces when they are dry, and safe when they are in flood.

Criterion (b) Gateway

“create a high quality landmark development for the gateway to the town on the A379 Exeter Road”

- 3.6 High quality landmark buildings will be located within Development Area 4 (see Plan 2) which forms a gateway to the town. Development in the prominent location adjacent to the A379 Exeter Road will need to be designed to act as landmark buildings with appropriate landscaping to frame, not hide, the structures. The design of the part of the allocation fronting the A379 will form a key impression of the town for visitors approaching from the Exeter direction. Development will need to consider urban design appropriate to the Dawlish area.

Criterion (c) - Housing

“deliver at least 860 homes with a target of 25% affordable homes.”

- 3.7 The principle of development and the number of homes is now established. It is expected that the homes will be distributed throughout the allocation within the defined settlement limit across the Development Areas 2 to 5. The DA2 allocation:
- Forms part of the housing delivery requirements in the Teignbridge Local Plan 2013-2033;
 - Should deliver at least 860 dwellings;
 - 25% of which should be affordable homes to be distributed throughout the allocation. The tenure split to be agreed with the Council's Housing Team at the time of application. Details concerning interpretation of the Council's Affordable Housing policies are set out in the emerging Affordable Housing Supplementary Planning Document;
 - 5% of dwellings to be custom build plots as per WE7

- 3.8 The Land Use Plan identifies around 57 hectares in DA2 and DA6, of which 35 hectares of land is for residential development. At average densities this is sufficient to meet the requirement of this criterion. It is expected that there will be a mix of densities across the allocation with some areas being higher where this is appropriate in design terms, for example adjacent to open spaces. It may also be appropriate to have lower densities where this is justified.

Custom Build

- 3.9 In accordance with Policy WE7 of the Local Plan at least 5% of dwellings plots for sale will be made available for custom builders. These serviced plots should be concentrated in parcels and brought forward early, unless an alternative approach can be demonstrated which secures the overall requirement. They should be located on the site perimeter ideally with a separate temporary road access entrance, which in addition to easing the construction management will enable earlier plot delivery and thus an earlier capital receipt. The Council has prepared a draft Custom and Self Build Supplementary Planning Document (SPD) which provides greater detail on implementation of this policy requirement.

Criterion (d) – Extra care

- “include a 50 bed extra care housing scheme and/or other appropriate elderly housing provision”*
- 3.10 The DA2 allocation includes provision for a 50 bed extra care housing scheme which recognises that Dawlish is forecast to have an ageing population and there will be a need for specialist forms of accommodation.
- 3.11 This provision will deliver the extra care housing needs of Dawlish as included within the Devon County Council Commissioning Strategy for Extra Care housing.
- 3.12 Appropriate locations for the extra care housing would be close to local services, facilities and have good access to public transport. In DA2 this is likely to be within the mixed-use hub area located in Development Area 2, or close to the supermarket on the eastern side of Development Area 4.
- 3.13 Extra Care should be delivered according to the following cascade;
- a) In partnership with a Housing Association or other appropriate body as affordable housing (which would count toward the affordable housing target).
 - b) In partnership with a housing association and other partners as mixed affordable and open market extra care units;
 - c) As other housing suitable for older people, for example incorporating Lifetime Homes principles.
 - d) By a private sector partner as open market extra care and/or care home dwellings.

- 3.14 The Council will work closely with the County Council and other partners, and expect applicants to demonstrate how they have sought to deliver Extra Care housing in the form of priorities a) through to c), before development in the form of d) is permitted. If applicants fail to deliver any extra care facility or care home, the Council will expect Development Areas 2 and 4 to both provide at least 25 dwellings incorporating Lifetime Homes principles to satisfy the policy requirement.

Criterion (e) Multi purpose building

“deliver a multi-purpose building capable of incorporating health and early years children facilities”

- 3.15 The local plan requirement sets out that the urban extension should provide the opportunity for social, health and related activities on the site by providing a multi-purpose building, to act as one of the focal points for the new community. While still relevant to the creation of a sustainable community, the objective needs to be flexible in its implementation.

Health and early years facilities

- 3.16 The specific uses referred to in the policy are being responded to within the existing schools and GP surgeries, and therefore are unlikely to require a new building in their own right, as originally envisaged. In the case of GP provision, a contribution to the expansion of Barton Surgery will be sought via s106, of £400 per dwelling across the whole allocation.

Community and youth facilities

- 3.17 The nearby Red Rock Centre opened in 2010 and provides an existing building that is accessible from the allocation. The building presently provides a facility for young people 3 days a week. However, with improvements the building has the potential to provide for a broader range of community uses for the wider community.
- 3.18 The Council's preference is therefore to improve the existing centre to make it accessible and available for use by the wider community. This would require funding to maintain and alter the building, as well as extending the operating times of the existing building. Accordingly a payment of £727 per dwelling across the DA2 allocation will be sought towards the required upgrade and management of the Red Rock Centre, including the funding of a centre manager/caretaker over a 20 year period, which reflects the needs and scale of the allocation.

Mixed-Use Hub

- 3.19 An area within Development Area 2 of approximately 1 hectare, through which the main link road will pass (indicatively noted as *Mixed Use Hub* within Plan 2) should seek to include a broader range of uses. Applicants should consider

how they incorporate the following uses along the road, possibly in the form of ground floor commercial activities and first and second floor residential uses;

Potential uses in mixed-use hub area	Approximate minimum and maximum proportion of Area
A1, A2, A3, A4 (eg: shops, services, cafes);	5% – 10%
B1 (eg: offices)	5% – 10%
C2, C3 (eg: Extra Care, residential)	60% – 90%
D1, D2 (eg: leisure uses)	0% - 20%

- 3.20 The layout and design of this area should have careful regard to the creation of a safe mixed use environment, bringing together the link road, green corridors, play space, education campus, car parking provision and mixed-use development to create a community centre with high quality public realm.

Criterion (f) – Transport and Highways

“provide for vehicular access through the development between Elm Grove Road and the A379 Exeter Road, including supported bus service, cycle lanes and footpaths”

- 3.21 The Land Use Plan (Plan 2) indicates a route for the new road running north – south through the development. The exact alignment of the primary street (‘Secmaton Avenue’) is yet to be determined, and will require co-operation between developers and the planning and highways authorities to ensure it links together, delivers the necessary residential block sizes, and integrates with the green infrastructure, mixed-use hub, flood zones, and other relevant considerations. The avenue is essential for the allocation because it ensures the delivery of a route that enables sustainable movement, including for pedestrians, cyclists, bus services and allows the efficient distribution of traffic. It will allow residents easily access key destinations, including the schools, railway stations, shops, services and other amenities. As part of this primary street, a bridge is required between Development areas 3 and 4 over the Shutterton Brook.
- 3.22 Following the public consultation process, it is clear that the safety of school pupils and amenity of residents in the streets to the south of the allocation, including on Elm Grove Road and Drive, are a significant and reasonable concern to the local community. This is particularly in view of the construction traffic which will be accessing Development Area 2 over a long period. The Council shall therefore be seeking to secure the delivery of the link road in its entirety as soon as possible. In this context, the Council will seek to permit and enable development phased from the north as soon as possible, and

proposals should demonstrate how they minimise impacts on roads to the south.

Avenue Specification

- 3.23 The vehicular access through DA2 should be in the form of an avenue. Secmaton Avenue should be designed as an accessible continuous 'primary street' through the development. It will be designed in such a way as to achieve accessibility for residents within the site, however, deter others from using it as an alternative to the A379.
- 3.24 The primary street will be 16.5 – 19 metres wide as indicated in the illustrative sections of the specifications for 'Secmaton Avenue' (included in *Appendix B*). When designing detailed layouts and plans, applicants will need to satisfy the following objectives;
- 6 metre wide carriageway with some additional widening on the bends and at passing places required to accommodate appropriate bus vehicles, which could include Enviro 200 single decker and Enviro 400 double decker vehicles.
 - 2 metres wide footway on either side;
 - A 3 metre effective width cycleway parallel to the road alignment but segregated from traffic and the footway, or a totally separate 3m cycleway providing alternative strategic permeability through the site.
 - Pedestrian and cycle paths should be separated from the carriageway by a verge incorporating street trees. Street trees must be planted on all primary and secondary streets in the networks with a sufficient verge and offset to buildings.
 - Within the development, minor residential streets should be designed to Manual for Streets guidance to achieve safe and attractive streets for walking and cycling with a 20 mph speed limit where necessary, including within the mixed-use hub.
 - In development areas 3 and 4, appropriate land will be safeguarded for the Shutterton Brook bridge and transferred (at nil cost) to the highway authority (DCC) on commencement of development on either development area. Prior to commencement, rights of access will be agreed to allow necessary surveys to take place.

Avenue Phasing

- 3.25 The Avenue which runs from north to south through the site may need to be provided in a number of phases, as development in each of the Development Areas progresses. In order for the development to come forward in a timely manner, it is important in particular that Development Area 3 is provided with highways access early in the development of the allocation, leading to the completion of the entire Avenue as early as possible. This will involve each development area being required to provide the Avenue to adoptable standard up to and across the relevant ownership boundaries, to create an

entire road from the A379 to Secmaton Lane. The cost of bridging the Shutterton Brook will be shared proportionally across the DA2 allocation. The following phasing requirements are therefore to be imposed.

- 3.26 To ensure that a deliverable route for the Avenue is available and secured, in consultation with landowners and the highway authority as necessary, the Local Planning Authority will be satisfied that;
- i. the locations of the links between development areas 2 and 3 are reasonably feasible and deliverable, before any development on areas 2 or 3 is commenced;
 - ii. the locations of the links between development areas 3 and 4 - including a location and detailed design of a road bridge over the Shutterton Brook ("the Bridge") are reasonably feasible and deliverable, before any development on areas 3 or 4 is commenced.
- 3.27 Before the occupation of the 50th dwelling in Development Area 2 (in addition to any dwellings on the site of planning permission 12/03797/MAJ for 75 dwellings) the Avenue will have to be completed and open to all traffic and/or ready for adoption by the Highway Authority between Secmaton Lane and the agreed link point on the boundary between Development Areas 2 and 3, providing highway access to the adjoining land ownership within Development Area 3, which permits development to commence there. At the same time, a proportionate per dwelling contribution to the cost of the Bridge will be paid to the Highway Authority by the developer of Area 2.
- 3.28 Before the occupation of the 50th dwelling in Development Area 4 the Avenue will be completed and open to all traffic and/or ready for adoption by the Highway Authority between the A379 and the site boundary and/or location of the Bridge landing, together with a proportionate per dwelling contribution to the cost of the Bridge. Prior to commencement, the owner should grant access rights to DCC to allow the necessary pre-construction investigations and surveys. Upon commencement the necessary land for the construction of the Bridge will be transferred to the Highway Authority (at nil cost) and construction access granted to allow the bridge to be constructed.
- 3.29 Before the occupation of the 50th dwelling in Development Area 3 the Avenue will be completed and open to all traffic and/or ready for adoption by the Highway Authority between the Avenue on the boundary with Area 2 and the location of the Bridge landing, together with a proportionate per dwelling contribution to the cost of the Bridge. Prior to commencement, the owner should grant access rights to DCC, to allow the necessary pre-construction investigations and surveys, grant construction access to allow the bridge to be constructed, and transfer the necessary land for the construction of the Bridge to the Highway Authority (at nil cost).

- 3.30 Before the occupation of the 20th dwelling in Development Area 5 a proportionate contribution to the cost of the Bridge will be paid to the Highway Authority.
- 3.31 It is imperative that discussions take place between landowners/developers, the Local Planning Authority and the Highway Authority to ensure that sections of the route connect appropriately and that the specification of the road is suitable.

Development Area 5

- 3.32 Development Area 5 will have temporary vehicular access onto Secmaton Lane as an interim position. In the longer term, this access should be converted into pedestrian and cycle only access, when a vehicular access is provided to link with the rest of the DA2 allocation via Development Area 3. Such a link should also include pedestrian and cycle provision. To enable this to take place, highway links must be taken to the boundary of both Development Areas 3 and 5 in such a way that an appropriate and direct vehicular link can be made.
- 3.33 Development Area 5 will be expected to make a proportionate per dwelling contribution to the cost of the culvert or other structure necessary to cross the south-north stream located in Area 3, since this structure will provide local access serving both Development Areas 3 and 5.
- 3.34 The highway link from the Avenue to the eastern boundary of Development Area 3 should be provided prior to the occupation of 100 dwellings in Development Area 3. The highway link to the western boundary of Development Area 5 should be provided prior to the occupation of 25 dwellings in Development Area 5.

Minimising the impact of traffic

- 3.35 Construction traffic can be minimised by requiring developers to work together and bring construction traffic to the north as soon as feasible. Developers should work together and not unreasonably withhold agreement to allow traffic to pass over their land, if necessary subject to reasonable maintenance costs being agreed.
- 3.36 Construction traffic from Development Area 4 must travel north to the Sainsbury's roundabout. Development Area 4 must also not unreasonably withhold agreement to allow construction traffic from Development Areas 2 and 3 to travel over their land to Sainsbury's roundabout as soon as the link road (and bridge) is constructed, including prior to its completion to adoption standards and/or adoption by the Highway Authority. The same principle applies to Development Area 3 allowing construction traffic from Development Area 2.
- 3.37 To achieve this, developers will need to agree (possibly via Construction Environment Management Plans (CEMP) or agreement of S106) the terms of

any reasonable access arrangements and any necessary reasonable maintenance costs. This may also include contributions towards the monitoring of construction traffic to the south of the allocation to ensure any construction vehicles using this route and surrounding roads are complying with the CEMP.

Junction Capacity Assessment

- 3.38 Future applications will need to consider the impact of development on adjoining areas and streets, especially Elm Grove Road, Elm Grove Drive and Sandy Lane and in the context of the primary and secondary schools on Elm Grove Road. Capacity, amenity and highway safety will need to be considered.
- 3.39 An overall assessment of highway capacity matters has been produced by Devon County Council taking account of the impact of the whole of the DA2 allocation.
- 3.40 This study has established that changes to the Exeter Road / Elm Grove junction will be required in order to support the development at DA2 that directly accesses Exeter Road via Elm Grove Road. The changes to Exeter Road / Elm Grove Road junction will include a Traffic Regulation Order to restrict right-hand turns from Exeter Road into Elm Grove Road, requiring traffic from this direction to use Sandy Lane. The report also highlights a potential need for future signalisation, subject to monitoring of future traffic conditions.
- 3.41 When progressing new applications within the DA2 allocation, discussions with Devon County Council will be required regarding transport provision. Transport Assessments for individual applications should follow DfT guidance and will need to consider the impact of individual proposals within the context of the allocation as a whole to ensure a coherent approach to transport provision, including ensuring provision of public transport. This should draw on a wider strategy for movements across the whole allocation. Parameters plans should consider highways, walking and cycling.

Sustainable Movement

- 3.42 To meet the requirements set out in this DFP and Policy S9 (Sustainable Transport), applications should identify and consider how the development contributes to the following objectives;
- A network of safe and convenient routes to and through the development to encourage active travel by other means than the car. Such routes should;
 - be convenient; routes should follow desire lines, avoiding obstructions, providing an adequate route width and junction design;
 - be continuous; routes within and adjacent to the development should connect communities with key facilities such as schools and nearby railway stations via the local and strategic cycle network;

- be coherent; incorporating consistent use of signage, attractive materials and landscaping, smooth surfaces and gradual gradients,
- be inclusive; provide suitable step-free access for pedestrians, cyclists, people with pushchairs, and people with disabilities, and include appropriate seating and lighting;
- be safe; incorporate measures to reduce the risk of collision, and the fear of crime;
- Promote non-car uses or reduce vehicle ownership, planning applications will be required to agree and secure;
 - street design which allows buses services to run along Secmaton Avenue;
 - three bus stops in either direction along the Secmaton Avenue, incorporating bus shelters;
 - a formal bus stop to the east of Development Area 4 on A379 for Dawlish bound serves;
 - sufficient appropriate covered cycle parking in key destinations;
 - improved walking and cycling access into Gatehouse Primary school;
 - produce and implement a Travel Plan to set out how proposals will encourage travel by sustainable modes;
 - consider the need to provide dedicated car club parking spaces;

3.43 These measures will help to minimise the level of vehicle traffic and promote more active and healthy lifestyles.

3.44 The delivery of a completed link road as described is strategically important to the sustainability of this allocation and the existing community. The Council will therefore consider the need to use Compulsory Purchase powers to ensure and if necessary accelerate its delivery. CPO powers could be used where any area of land within the allocation (which is necessary for the delivery of the link road) does not gain planning permission in a timely manner and at least by 2020 for development which broadly accords with the aims of this Development Framework Plan and the Local Plan. The Council will also consider using Compulsory Purchase powers where the development of the link road within any Development Area fails to commence within a reasonable period or at least by 2021.

Criterion (g) – Employment

“deliver at least 3 hectares of land for employment development, for office, general industrial or storage and distribution of uses as appropriate to the site and its wider context, ensuring that there is also a mix of unit size to enable businesses to start up and expand; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses”

Location and access

- 3.45 This is the primary allocation of new employment land in Dawlish and needs to be highly accessible to ensure it is successful. Detailed highways discussion with Devon County Council will be required to ensure suitable access to the employment land is provided minimising impacts on residential areas, providing appropriate and safe access, particularly in the context of the existing junction on the A379. The solution to extend the employment area outside the DA2 allocation is compliant with Policy EC3 (Rural Employment) in the Local Plan.
- 3.46 3 hectares of employment land will be located in a single area within and adjoining Development Area 4. Provision of commercial and industrial business uses in this location will enable the clustering of businesses, and minimise impact on neighbouring development. Development Area 4 is the most accessible part of the DA2 allocation allowing commercial traffic to travel from the A379 via the approach road into Langdon Hospital (see Land Use Plan – Plan 2).
- 3.47 By using the existing route, commercial traffic will not have to travel through the DA2 allocation. Should the employment land road access works (at the junction of the Langdon Hospital and A379) not be completed to the satisfaction of Devon County Highways by the occupation of the first phase of employment development within Development Area 4, the Council will require the employment allocation to be accessed via the main Sainsbury's roundabout junction, until such a time that the Langdon Hospital junction is improved. There will be a planning condition to ensure an appropriate safe junction is created into the Langdon entrance.
- 3.48 Employment generating uses which are more compatible with residential development, such as offices and other commercial uses, are permitted elsewhere in the DA2 development.

Phasing

- 3.49 In order to improve the deliverability of the employment land and access to the north of the site, the employment land is shown partly inside the settlement limit with further phases outside the settlement limit.
- 3.50 The employment land will be phased from east to west in accordance with a Marketing and Servicing Strategy to be agreed with the landowner, broadly as follows; Phase 1 (0.7 hectare) will be serviced prior to the occupation of 150 dwellings in Development Area 4. Phase 2 (1.2 hectares) will be serviced prior to the occupation of 175 dwellings in Development Area 4. Phase 3 (1.1 hectares) will be serviced prior to the occupation of 195 dwellings within Development Area 4. All of the employment land may come forward sooner if the demand exists.
- 3.51 The employment land is required to be marketed, serviced and ready to develop. The objective of the above broad phasing is to ensure delivery of

the employment land within the plan period. Details on the exact phasing, marketing, and servicing requirements shall be determined via a Marketing and Servicing Strategy and / or planning conditions for Development Area 4.

Types of uses

- 3.52 Employment provision will include a mix of unit sizes to enable businesses to start up and expand. Recognising there has already been recent provision of similar new work space at Dawlish Business Park to the rear of Sainsbury's supermarket, delivery of serviced land in the local plan period should include opportunities for larger businesses wishing to relocate or expand in Dawlish.
- 3.53 The Council believes there will be firm demand for employment land over the period of delivery, and as such does not define residential uses or residential institutions such as extra care housing for older people, to be employment uses.

Pollution

- 3.54 The employment area drains into the Exe Estuary Special Protection Area via Shutterton Brook and prevailing winds blow from the employment area towards the SPA and Dawlish Warren Special Area of Conservation. This raises the possibility of water or air pollution from employment uses affecting the SPA/SAC.
- 3.55 Appropriate SUDS must be provided to ameliorate surface water flow rates and to provide an element of cleansing for surface water. Additional pollution-control measures may be appropriate for different proposed employment uses and will be assessed and secured at the application stage. Where a likely significant effect from pollution on the SPA or SAC cannot be fully mitigated, the application will be refused.

Other Policy Requirements

Education

- 3.56 Education requirements will be met in accordance with Policy DA10. In order to meet additional need in Dawlish, both Gatehouse and Westcliff primary will need to be expanded.
- 3.57 In order to increase capacity at Gatehouse primary school, 0.7 hectares of land should be provided for early years and primary provision, in close proximity to Gatehouse Primary school, and accessed via a safe walking route. This is to provide for uses ancillary to primary school provision, potentially including staff car parking or outside games provision to allow expansion of buildings on the current primary school site.
- 3.58 Improved access to Gatehouse Primary School should be provided through an additional pedestrian and cycle access point to link into the local footway and cycleway on Secmaton Lane. The access points should make improvements to the northern boundary of the existing school site. This will

provide more direct access between the development parcels, the new school site and the existing school facility. Further discussions will be required with the school to consider this in more detail. These discussions will inform detailed layouts when being drawn up as part of the relevant planning applications for the site.

- 3.59 The land for the additional primary education provision will need to be provided on occupation of 60 dwellings in Development Area 2 (see Policies Requirements Schedule). The site needs to be accessible and serviced as appropriate.
- 3.60 To ensure certainty, the land required to accommodate the additional primary school provision will need to be secured prior to planning permission being issued and/or commencement of development. This certainty could be provided by way of valuation and legal contract between relevant parties (or in lieu of CIL as a payment in kind if this can be agreed). Discussions will be required between applicants, the Local Planning Authority and the Local Education Authority to consider this in more detail.

Biodiversity

- 3.61 Development at DA2 will seek to achieve a net gain for biodiversity in line with Policies EN8 and EN9. Assessments of loss and gain will be carried out to recommended methodologies, including use of the Defra biodiversity offsetting metric (<https://www.gov.uk/biodiversity-offsetting>). Where the development will result in unavoidable habitat loss, compensation and enhancement will be required. This can be achieved as part of onsite green space provision, through the restoration and creation of habitats. Where onsite measures are insufficient to achieve net gain, offsite measures will be required and secured through an agreed habitat enhancement plan. Biodiversity offset calculations will be required at outline application stage to provide indicative offsite compensation requirements that will be refined at reserved matters stage. Calculations will be based on best available information including Phase1 habitats and protected species assessments. Offsite contributions will be secured through S.106 agreement.
- 3.62 The DA2 allocation will lead to a loss of habitat relating to Cirl Bunting and other protected species, which will require compensatory habitat to be funded by, or provided by and managed in perpetuity, by the developer.
- 3.63 In order to safeguard any Cirl Bunting habitat areas identified, some areas within the allocation may be phased for later development, until the Local Planning Authority are satisfied that the compensation measures are adequate (eg secure long term management of compensatory Cirl Bunting habitat). This indicative phasing is noted in the land use plan (Plan 2).

Suitable Alternative Natural Green Space (SANGS)

3.64 Dawlish and the Exe Estuary area enjoy the benefits of a high quality environment, and wildlife habitats of international importance. The rare and sensitive dunes and wetland environments of Dawlish Warren and the Exe Estuary have a high level of legal protection. The Exe Estuary is designated as a Special Protection Area (SPA) and Ramsar Site, while Dawlish Warren is designated as a Special Area of Conservation (SAC). A strategy has been agreed by the surrounding Local Authorities with Natural England to ensure that additional pressure is not placed on these habitats or species by residents and visitors to the area. One of the mitigation measures within this strategy (the South East Devon European Site Mitigation Strategy) is the delivery of a strategically located Suitable Alternative Natural Green Space (SANGS). Its aim is to relieve recreational pressure on the European wildlife sites by providing people with additional recreational space outside of the European sites.

3.65 If the DA2 development is commenced prior to the delivery of this strategic SANGS site, in order for development to be occupied, an alternative area of SANGS may need to be provided in the interim. The aim of the interim SANGS site(s) is to provide new residents with a local recreation space, and reduce regular trips to the conservation area, including by dog walkers.

3.66 Based on a Teignbridge average of 2.3 people per dwelling and a requirement for 8 hectares of SANGS per 1000 population, each dwelling should provide 182 sq m of SANGS area. The table below shows the indicative amount of SANGS needed for each Development Area.

Development Area	Approximate Dwellings	Estimated new residents	Approximate SANGS area (8ha per 1000 pop)
1	96	220	Already permitted
2	409	920	7.4
3	135	310	2.4
4	200	460	3.7

3.67 It is the Council's intention that the direct provision of SANGS on land in and around DA2 would be an interim measure until such a time that a strategic SANGS site has been secured. However, to ensure Natural England have sufficient certainty and confidence over the SANGS provided at DA2, it should be planned and designed to ensure it is suitable and fit for purpose, and should therefore - as a whole - meet the following key criteria:

- Areas must join together to create an integrated continuous walkable route;
- Circular footpath route of a reasonable distance (at least 2.3 – 2.5km);
- A variety of other walking routes including shorter distances;

- Suitable access and permeability to and from the DA2 development area;
 - Varied habitat types and a focal point or other natural features which provide interest;
 - Appropriate free car parking provision
 - Appropriate signage for people in cars and on foot, from the highway network, including from the A379.
- 3.68 There is capacity for SANGS to be provided within the ownerships of Site 2, Site 3 and Site 4. The SANGS will be dealt with under planning condition. When the permanent Dawlish strategic SANGS site is delivered the SANGS land at DA2 is likely to be no longer necessary, in which case it can be returned to alternative uses. Should a permanent strategic SANGS not be delivered within a period of 4 years from commencement, the District Council will explore the opportunity and suitability for making the DA2 SANGS a permanent feature.

Green Infrastructure

- 3.69 Green infrastructure is a multi-functional network of green spaces. As such this section should be read in conjunction with the sustainable movement, biodiversity, SANGS, DA6, flooding sections of this document and relevant Local Plan policies.
- 3.70 The scale of the residential development at DA2 requires an appropriate amount and quality of publicly accessible green open and play spaces. This is in line with Policy WE11 of the Teignbridge Local Plan, where each new home will require the provision of 10 sq m of children's and young person's play space on the site, as well as 100 sq m of other forms of green infrastructure such as allotments, parks and playing pitches where feasible. This can be provided in areas DA2 and DA6, which have capacity for the majority of the necessary green infrastructure.
- 3.71 Broadly, the DA2 allocation area will include children's play space (activity zones and suitable buffers) and green corridors which will form part of the residential and mixed use area. Other areas of high flood risk may include SUDS, wildlife space and other green infrastructure uses. The DA6 allocation will provide much of the other green infrastructure required within the '100 sq m' element of Local Plan policy WE11, such as allotments, parkland, orchards and SANGS. Other green infrastructure may form part of the wider network, for example biodiversity offsetting or Cirl Bunting land.
- 3.72 Green Infrastructure across DA2 and DA6 should be managed and maintained in perpetuity through a single competent management company, the details of which will be subject to approval by Teignbridge District Council.
- 3.73 The following text includes reference to various types of play provision. The three main types are as follows:

- Local Area of Play (LAP) – this is a small area of open space specifically designated, laid out and equipped for very young children to play close to where they live.
- Locally Equipped Area of Play (LEAP) – this is an area of open space designated, laid out and equipped with features for children who are beginning to go out and play independently close to where they live.
- Neighbourhood Equipped Area of Play (NEAP) – this is an area of open space designated, laid out and equipped mainly for older children, but with play opportunities for younger children as well.

Green Corridors and the Valley Park

- 3.74 The two large play provisions and free-standing LEAP described below will be connected by one or more green corridors through DA2, to include the provision of play space in the form of activity areas / trails and associated play equipment, seating and public art which will be staged along the linear route(s).
- 3.75 This linear green corridor should also follow the Shutterton Brook ‘valley park’ (some of which falls outside the DA2 allocation boundary) subject to there being no danger from potential flood-risk.
- 3.76 Land which straddles the Shutterton Brook will form a ‘valley park’. This extends from the DA6 allocation through the DA2 development areas 3 and 4 to the A379 Exeter Road and also includes adjacent land. The ‘valley park’ may include natural open space, elements of children’s and young person’s play space where this is not affected by flood risk, and sustainable drainage schemes which can also help maintain and improve biodiversity.

Children’s and young person’s play space

- 3.77 Children’s and young persons’ play space is defined as equipped and unequipped spaces where children and young people have the opportunity to play or meet safely.
- 3.78 In order to satisfy the Council’s standards regarding the maximum distance for new dwellings to be from play space, it is expected the play spaces should be delivered through two large play provisions (LEAP/NEAP) and a free standing Local Equipped Area for Play (LEAP) identified in Plan 2. In addition, dispersed play facilities and ‘play on the way’ should be included as part of smaller green spaces and movement corridors that contribute to achieving appropriate coverage.
- 3.79 The 769 or so (unpermitted) new homes at DA2 will require approximately 7,690 sq m of public accessible play space for children and young people. This will be provided on site within DA2 as identified below.

Development Area 2

- 3.80 An activity area of at least 2500 sq m (with additional buffers not forming part of the activity area – see below) within or adjacent to the mixed-use hub is

required. This will provide a 'combined LEAP and Neighbourhood Equipped Area for Play (NEAP) with equipped play space for older children and teenagers, as well as for toddlers and younger children. It will include the following elements:

- local equipped area for play / local area for play space ('LEAP' / 'LAP') for toddlers and younger children, to a minimum of 600sq m activity area
- outdoor gym
- table tennis
- sheltered area
- half court area, with one end for kick-about and basketball

Development Area 3

3.81 An activity area of at least 3000 sq m (with additional buffers not forming part of the activity area – see below) spanning the DA2/DA6 boundary and situated close to the allotments in DA6. This will provide a 'combined LEAP and NEAP' with equipped play space for older children / teenagers and also for toddlers and younger children, but with a different offer to that provided in development area 2. It will include the following elements:

- multi-use games area ('MUGA'). This will be 'open access' and to a minimum size of 18 m x 40 m. This will be located adjacent to DA6 and will be required for ball sports in this location since playing pitch provision will be sought elsewhere (see DA6). It will be located away from trees and on flat land.
- shelter, that will be appropriate for wheelchair users.
- 'pump track' to accommodate wheeled sports activities. This will be on flat land and to a minimum size of 20 m x 20 m in accordance with British Cycling standards
- local equipped area for play / local area for play space ('LEAP' / 'LAP') to a minimum of 600 sq m activity area

Development Area 4

3.82 One LEAP of 600 sq m minimum activity area (with additional buffers – see below)

- local equipped area for play / local area for play space ('LEAP' / 'LAP') for toddlers and younger children, to a minimum of 600sq m activity area

Development Area 5

3.83 Green Infrastructure provision required by policy WE11 should be secured as a per dwelling financial contribution towards suitable delivery within DA6. This will include contributing to the 3,000 sq m play facility in Development Area 3 that spans the DA2/DA6 boundary.

Buffers for play space provision:

3.84 Buffer areas for play provision are required to prevent noise and amenity concerns from neighbouring residents. Other appropriate and safe non-residential uses are permitted within the buffer zones, which would make the efficient use of land, such as other green infrastructure, cycle paths, appropriately safe streets, shops, etc.

Toddlers / young children (ie; LAP / LEAP)

- A buffer zone of 10 metres (min) depth is required to separate the edge of the activity zone and the boundary of the nearest property.
- A minimum of 20 metres is required to be provided between the activity zone and the habitable room facade of the nearest dwelling.

Older Children / Teenagers (ie; NEAP)

- A buffer zone of 30 metres minimum depth is required to separate the activity zone and the boundary of the nearest property.

Buffers between Toddlers/Younger Children and Older Children/Teenagers

- A buffer zone of 25 metres (minimum) depth is required to separate the edge of the Older Children/Teenagers activity zone (when ball facilities are provided) and edge of the Toddlers / Young children activity zone.

Further quality criteria for play space provision:

3.85 Other design requirements will include the need for play space to be well overlooked, with homes front-facing onto provisions, and directly accessible from pedestrian and cycle routes. The location of play space will make best use of natural features that may be present, or which can be improved in the DA2 allocation, in order to enhance the quality of play offer. Play equipment will be to a high quality, meeting or exceeding the British Standard relating to play ground equipment and surfacing (BS EN 1176). The linear route(s) will be sufficiently wide to accommodate usable activity space and will minimise pinch points between houses.

3.86 Consideration should be given to the relationship of play space at DA2 with green infrastructure provided at DA6. Play areas should be located to provide good access and a quality experience. Opportunities to locate play spaces adjacent to compatible non-residential development types (particularly GI and community facilities) should be explored to manage buffer requirements. Plan 3 shows an indicative layout for a 'combined LEAP and NEAP' described above.

DA6 – Dawlish Green Infrastructure

“Approximately 15 hectares of strategic green infrastructure will be delivered in the form of a strategic ‘blue and green’ route from development proposed in policy DA2 to Dawlish Warren Road, including:

- a) A pedestrian / cycle route with linear open space along the Shutterton Brook;*

- b) *Community park with sports pitch and play/informal open space;*
- c) *Allotments and community orchard for local food production, and;*
- d) *Complementary suitable alternative natural space.*

3.87 DA6 covers 15 hectares of which 9 hectares will be for other forms of green infrastructure and 6 hectares will be to provide Suitable Alternative Natural Greenspace (SANGS) to complement the strategic SANGS provision in Dawlish. The 9 hectare area will provide an area of green infrastructure that will satisfy policy WE11 requirements, which is likely to include those uses set out below. In the interim, DA6 could form part of the temporary SANGS referred to above.

Allotments – 0.5 ha minimum which shall:

- be laid out with standard full (10m x 25m) and half (10m x 12.5m) plot sizes connected by a suitable path network;
- have vehicle access, be connected to cycle and pedestrian network and have vehicle and cycle parking;
- not be in the floodplain or attenuation ponds, or over-shadowed by land, buildings or vegetation that may inhibit productivity;
- have suitable boundary treatment and gates to limit access;
- contain cultivatable soil, provide water stand pipes at 1 tap per 5 plots, communal toilets, composting and seating, and;
- provide one wheelchair accessible plot per allotment site.

Formal and informal amenity space, including;

- Orchard tree planting;
- Networks of foot/cycle paths that connect with the wider network,
- Facilities to support healthy living such as trim trails / outdoor gym equipment;
- Public art, where consistent with a site-wide strategy.

Natural space which will:

- Be designed to compensate for unavoidable, site-specific impacts resulting from development;
- Be predominantly made up of semi-natural habitats. Mix and extent of habitat type/condition will be informed by suitable ecological information and may include appropriately designed and planted SuDS.

Sports pitches:

- Any playing pitch provision should be delivered in line with Sports England standards and guidelines where feasible.

Flooding

3.88 All new developments must play their part in reducing surface water run-off and flood risk through the application of minimum drainage standards. This

requirement also applies to brownfield sites. DA2 and DA6 are within the Dawlish Warren Critical Drainage Area as defined by the Environment Agency, this requires that surface water is managed to a higher standard than is normally required.

- 3.89 Due to the sensitivity of the Shutterton Brook watercourse and the lack of volumetric capacity in the system, surface water must be safely managed on-site through infiltration by means of a suitably designed Sustainable Drainage System (SUDS) for events up to the '1 in 100year + climate change'.
- 3.90 Where it is demonstrated that surface water flows cannot be managed safely on-site through infiltration, any off-site surface water discharge must mimic 'Greenfield' performance up to a maximum 1 in 10 year (+ climate change) discharge rate. In addition a S106 contribution of £1000 per dwelling towards measures that will ensure flood risk is not increased downstream must be provided.
- 3.91 DA2 drains into the Exe Estuary Special Protection Area and Ramsar site. Pollution of the European wildlife site must be avoided. SUDS must be designed to incorporate pollution-removal elements as well as flow amelioration.
- 3.92 Any development should be accompanied by a suitable drainage strategy which demonstrates how the existing and subsequent increase in surface water flows within and from the development will be dealt with in a sustainable manner that does not increase flooding elsewhere and that will prevent water-borne pollution reaching the SPA. Further information on SUDS and design standards can be found in guidance issued by the Lead Local Flood Authority and Teignbridge District Council.

Archaeology

- 3.93 Several programmes of archaeological work have been undertaken within DA2.
- 3.94 Development Area 1 – a comprehensive programme of archaeological work has been undertaken on this area through an archaeological condition on the consent granted for planning application 11/03265/MAJ (which was the outline for 13/00584/MAJ). Assessments required will take the form of a staged programme of archaeological investigation and recording of the heritage assets identified by the geophysical survey.
- 3.95 Development Area 2 – this plot lies in an area of archaeological potential, with the Historic Environment Record showing the presence of prehistoric or Romano British enclosures within the area under consideration, in the vicinity and in the wider landscape. In the vicinity of Development Area 2 a possible prehistoric enclosure is located on its western boundary with a further two enclosures some 500m to the north-west and a possible prehistoric funerary

monument to the west. Archaeological investigations on development to the south recovered flint artefacts as well as shards of Romano-British pottery.

3.96 Some archaeological work has already been undertaken and submitted in draft form to the DCC Historic Environment Team. This work has consisted of a geophysical survey. The geophysical survey undertaken of the site has demonstrated that it contains two prehistoric or Romano-British enclosures in the western part of the area under consideration. The DCC Historic Environment Team has therefore advised that any planning application for the development of this area should be supported by the results of further archaeological work to enable the significance of the identified heritage assets to be understood and the appropriate mitigation, either by design to enable preservation in situ or through further archaeological work to be implemented in advance of or during construction works. The information required to support any planning application(s) should consist of the results of:

1. Desk-based archaeological assessment;
2. Geophysical survey of the areas affected by the proposed development of the site, followed, if required, by;
3. A programme of intrusive archaeological investigation.

3.97 Development Area 3 – archaeological work in the vicinity of this plot suggests that development here will not impact upon any significant heritage assets. No archaeological mitigation is required.

3.98 Development Area 4 – a programme of desk-based assessment and geophysical survey has been undertaken in this area. This work has identified heritage assets with archaeological interest within a small part of the site. Any impact upon these heritage assets should be mitigated by a programme of archaeological work undertaken through the application of a suitably worded condition on any planning consent that may be granted for the development of this plot.

3.99 Development Area 5 – archaeological work in the vicinity of this plot suggests that development here will not impact upon any significant heritage assets. No archaeological mitigation is required.

3.100 Pre-application discussions will be required with Devon County Council to ensure that layouts and plans supporting planning applications appropriately protect on-site heritage assets with archaeological interest in Development Area 2. Incorporating heritage assets within Green Infrastructure provision along with interpretation panels will be supported.

Public Infrastructure

4.1 This section provides schedules outlining the infrastructure and non-infrastructure requirements. They relate to public infrastructure and specific policy requirements with an indication of key milestones and phasing. This is

in support of Teignbridge Local Plan policy S5 which seeks to ensure appropriate infrastructure and other requirements for DA2 are provided.

- 4.2 Policy requirements and infrastructure planning respond to ongoing design and technical work. Officers of Devon County and Teignbridge District Council will work with applicants to ensure appropriate conditions and commitments will be made to deliver public infrastructure. Additionally, planning decisions will seek to ensure that all easements, access, services (including energy, water, sewerage, and broadband, etc), are adopted and extended to ownership boundaries as per the DA2 policy requirement for a “comprehensive approach.”
- 4.3 The following schedules cover the major infrastructure and non-infrastructure requirements and are not exhaustive. It may be that specific additional conditions or requirements arise through further technical work and consideration as part of planning application consideration.

Pre-requisites for infrastructure delivery

- 4.4 The following schedule outlines key preparatory work and agreements that will be needed to underpin planning applications.

Requirement	Description	Notes & Timing
Agree and approve Development Framework Plan to be adopted as Supplementary Planning Document.	Framework Plan to ensure a comprehensive approach to development and infrastructure of the site.	Framework includes indicative locations of key infrastructure, accesses, principal movement network via the land use plan and infrastructure requirements.
Biodiversity Assessment and strategy (for each Development Area)	An assessment will identify required mitigation actions and will follow the mitigation hierarchy and set out site-specific requirements based on assessed need, including through use of Defra’s biodiversity offsetting metric and latest Cirl Bunting guidance. Strategy will include wildlife corridors and habitats, including for Cirl Bunting and other legally protected species (e.g. bats and dormice).	An assessment will be required prior to the determination of the first planning application which seeks approval for access, in order to ensure biodiversity and habitats are considered in the detailed design of the scheme.

Policy Requirements Schedule

Requirement	Description	Notes & Timing	Probable Mechanism
Provision of 50 bed extra care facility and/or other appropriate elderly housing provision	Development should seek to include affordable extra-care places for older people.	To be considered as part of the Affordable housing phasing	S106

Requirement	Description	Notes & Timing	Probable Mechanism
Deliver serviced employment land and appropriate junction improvements (as determined by County Highways)	Deliver at least 3 ha of land for employment development, for office, general industrial or storage & distribution uses as appropriate.	Delivered in 3 phases, indicatively on occupation of 150 dwellings (Phase 1), 175 (Phase 2) and 195 (Phase 3) dwellings within the Development Area 4. Required to be serviced land.	S106 or condition to agree land provision, phasing and junction improvements.
Primary Education and early years provision	Provision of at least 0.7 ha of land in close proximity of Gatehouse primary school. Safe walking route between the two sites.	Freehold of serviced site to be provided on occupation of 60 dwellings in Development Area 2. DCC will require permission to enter the site on commencement of development to allow the undertaking of appropriate surveys and assessments	Planning condition. Land transfer agreed by contract or as CIL payment in kind
Improved pedestrian and cycle access point to Gatehouse Primary school	Provision of additional pedestrian and cycle access to the northern boundary of the existing Gatehouse Primary School site. This will link with the existing pedestrian/cycle footways on Secmaton Lane to provide a safe route between the two school sites	In phase with the delivery of the additional school site	S106 contribution or on-site developer delivery
Secmaton Avenue access improvements, to provide access to development in form of a primary street (link road). To including footways and cycleway.	On-site road in the form of an avenue with building frontage must facilitate vehicle, cycle and pedestrian movement.	In summary: Development Area 2 provide access up to boundary of Development Area 3 before occupy 50 dwellings. Development Area 3 must provide link before occupy 50 dwellings.	S106 (to include phasing)
Improvement to Sainsbury's Roundabout on A379 to provide access to development in form of a primary street (link road). To including footways and cycleway.	On-site road in the form of an avenue with building frontage must facilitate vehicle, cycle and pedestrian movement.	Development Area 4 provide access up to boundary of Development Area 3 before occupy 50 dwellings. Development Area 3 must provide link before occupy 50 dwellings	S106 (to include phasing)
Delivery of link between Development Areas 3 and 5.	Foot, cycle and vehicle access between Areas 3 and 5, including appropriate culvert or structure over stream.	Highway from Avenue to eastern boundary of Area 3 prior to occupation of 100 th dwelling in Area 3. Highway to western boundary of Area 5 prior to occupation of 25 th dwelling in Area 5.	S106 contribution or on-site developer delivery
Revisions to Elm Grove Road junction with Exeter Road (when necessary).	Changes to Elm Grove Road and Exeter Road junction by a Traffic Regulation Order	Any further non-permitted development which directly accesses Exeter Road via	S106 to fund Traffic Regulation

Requirement	Description	Notes & Timing	Probable Mechanism
		Elm Grove road OR before occupation of the 1 st dwelling in Development Area 2.	Order.
Construction Environment Management Plan	CEMP, including to manage construction traffic on Elm Grove Road and adjoining residential streets, and require construction traffic to travel north when link road is built.	CEMP to be agreed with DCC Highway Authority.	Planning condition or S106.
Shutterton Brook road bridge and foot/cycle bridge linking Area 3 and Area 4 to create continuous link through development.	Bridge section of the road Avenue over Shutterton Brook – to include both a vehicle carriageway and pedestrian / cycle crossing.	All allocation residential proposals will need to provide a pro-rata contribution to the delivery of the bridge section of the link road. This will be calculated on a per dwelling basis. Initial feasibility study indicates total bridge cost of £1m. Development Area 3 and Area 4 need to provide land for footprint and landings of bridge over the Shutterton Brook (at nil cost).	S106 to set out phasing of contributions. Potential for either developer or DCC delivery. Indicative phasing of S106 payments by site - 50% upon occupation of 50 th dwelling, and 50% upon occupation of 100 th dwelling.
Bus stops (and temporary turning points).	Each Development Area to provide 1 bus stop in either direction along the primary street (link road). Prior to completion of through access via link road, interim bus turning point to be provided at end of road.	Each Bus shelter costs £6,000. Bus stop should also include short section of raised pavement to allow level bus boarding.	S106 contribution or on-site developer delivery.
Community facilities	Provide for the management and improvement of existing provision at Red Rock Centre to make it available for wider community use.	Contributions to fund a centre manager / caretaker for 20 years, plus the necessary immediate improvements to the existing building. To be calculated on a per dwelling basis across DA2 based on total cost of £566,000.	S106
Installation of Self Service facilities at Dawlish Library	Increase opening times and capacity of Dawlish Library.	Total cost £50,000	S106
Health provision	Contribution to Dawlish Barton surgery extension	£400 per dwelling	S106

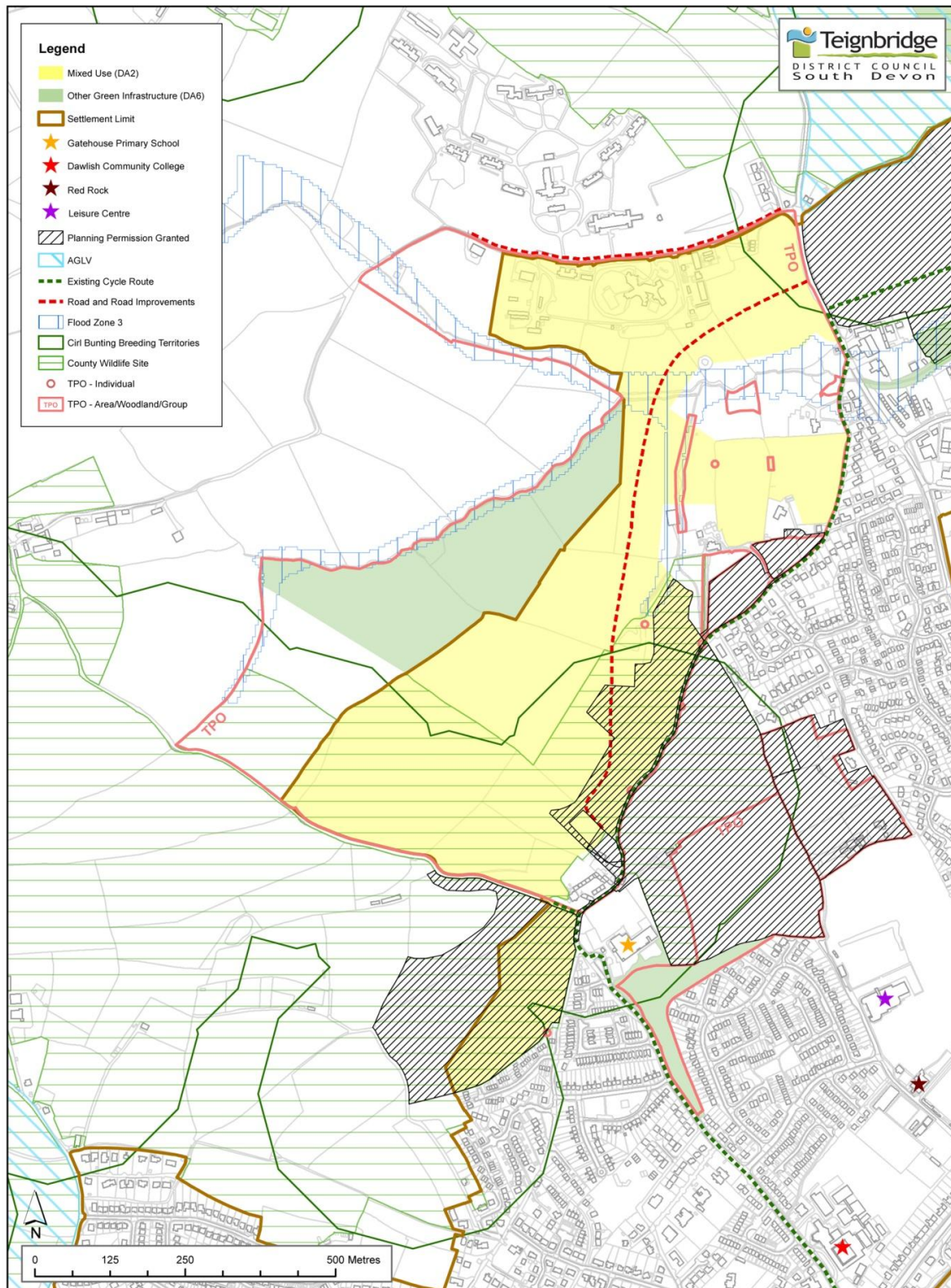
Requirement	Description	Notes & Timing	Probable Mechanism
Dawlish strategic Suitable Alternative Natural Green Space (SANGS) site.	SANGS to include parking, informal recreational space and multi-use trails. Provide a strategic SANGS site to satisfy Habitat Regulations.	Developer to provide on-site temporary SANGS as interim measure. Layout, design, etc to be approved by LPA and land open to public before occupation of 50 th dwelling in each Development Area.	Planning condition to secure on-site temporary SANGS. CIL to fund permanent or strategic SANGS.
Children's play areas and on-site green infrastructure	Provision of multi-functional network of complementary green spaces that are integral to the design and layout of the development, including play and recreation space, orchards, SUDS, allotments and footpaths.	Requirement will satisfy policy WE11. For each Development Area provide the play 'Activity Area' on occupation of 50% of dwellings.	S106 via on-site developer delivery.
Site specific biodiversity measures	Measured to be based on assessed need, including for Cirl Buntings, set out in the Biodiversity Mitigation Strategy. Area based on assessed habitat need for Cirl Buntings and other legally protected species.	To be completed as set out in the Biodiversity assessment and mitigation strategy for each Development Area	S106 or condition
Shutterton Brook flood risk mitigation	Specific measures on Shutterton Brook to mitigate any downstream impacts. Where it is demonstrated that surface water flows cannot be managed on-site, any off-site surface water discharge must mimic 'Greenfield' performance and in addition an appropriate contribution towards measures that will ensure flood risk is not increased must be made.	Contribution of £1000 per dwelling. Due to lack of volumetric capacity, surface water must be safely managed on-site through infiltration by means of SUDS for events up to the '1 in 100 year + climate change'.	S106
Habitat Regulation Assessment contribution	To provide appropriate non infrastructure mitigation measures on the European Protected Sites as set out in the South East Devon European Site Mitigation Strategy.	£800 per dwelling.	S106

Funding and Delivery

4.5 Infrastructure that is required to support the development of DA2 and DA6 will be funded by the development, paid for through both the Community Infrastructure Levy (CIL) and through Section 106 planning agreements.

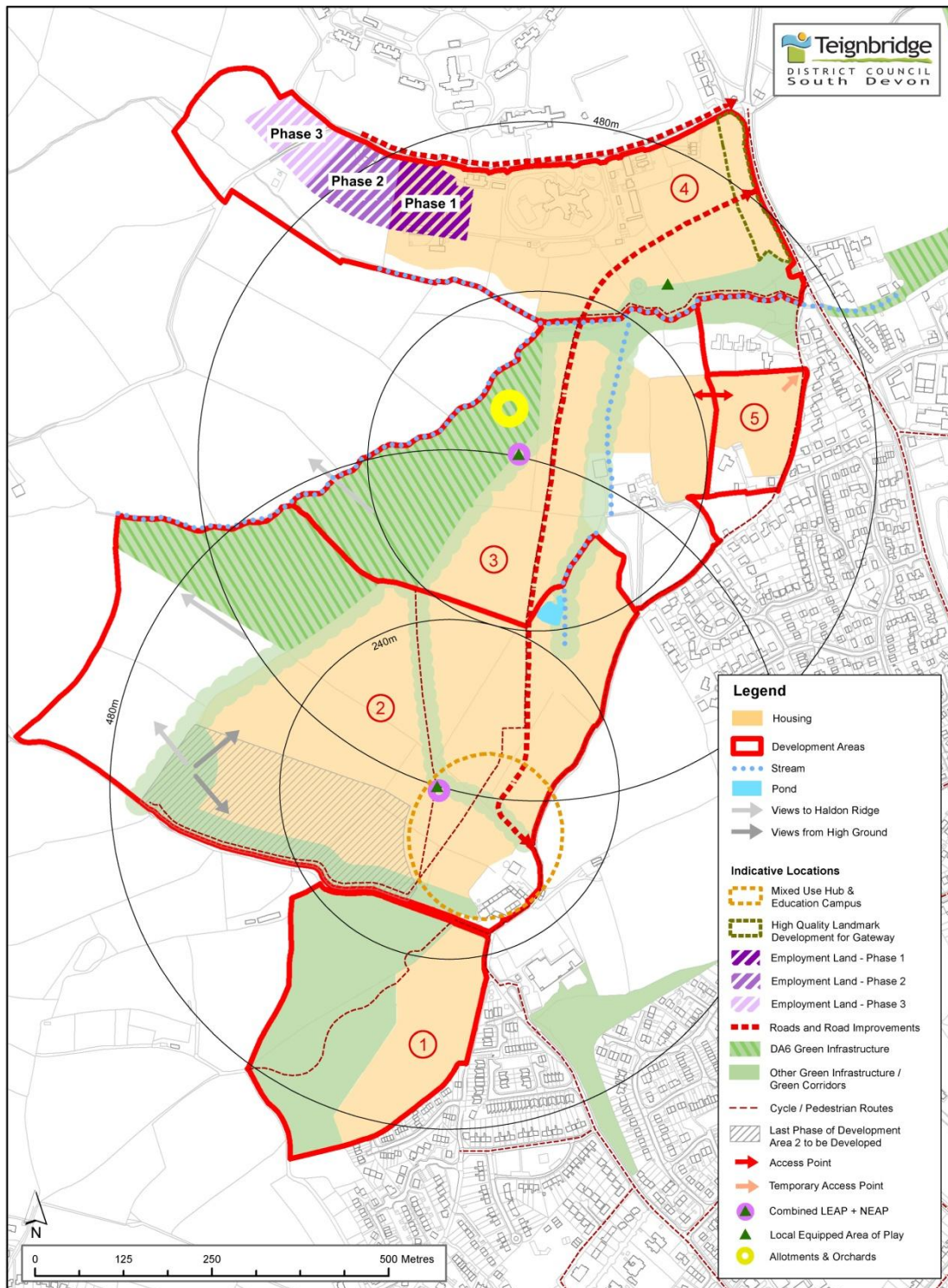
4.6 CIL is a non-negotiable charge on new residential and retail development. The CIL rates are set out in the Charging Schedule (July 2014) which includes the Charging Zones maps it can be viewed at www.teignbridge.gov.uk/cil. Policy DA2 is within Charging Zone 2 with a CIL Charge of £85 per m2 for residential development, indexed against cost inflation.

Plans



Plan 1 - Dawlish Development Framework Context Plan

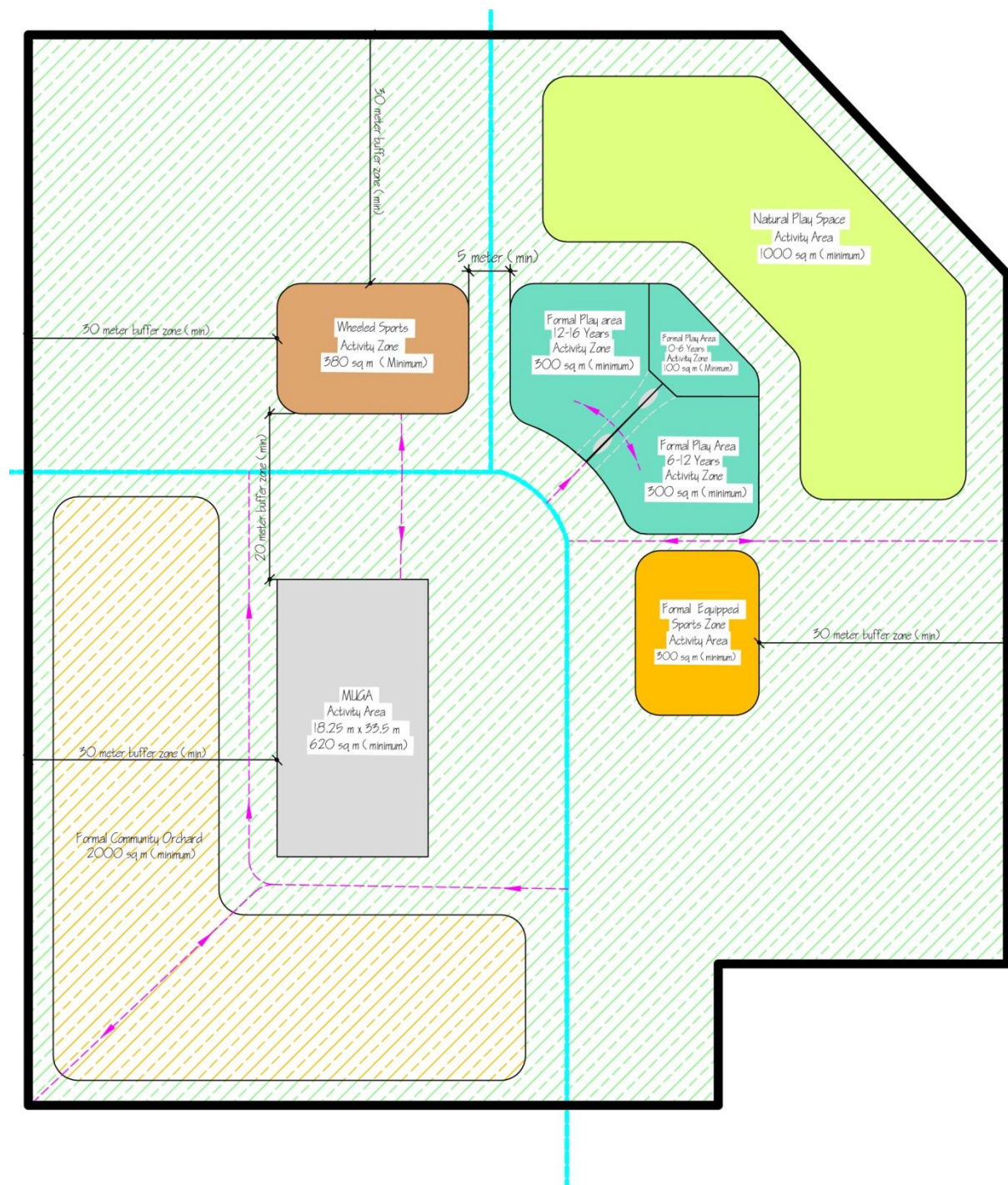
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Plan 2 - Dawlish Development Framework Draft Land Use Plan - Indicative Locations

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Plan 3 - Indicative layout for a 'combined LEAP and NEAP'



Combined Community Space - Indicative Layout

Detail design subject to TDC approval

Legend (Combined Community Space)

Activity	Open Space Classification	Summary of facilities
 Natural Play Space	'Children and Young People's Space'	Bee Walls, Insect Hotels, Rockeries, Meadows, Log Piles, Natural Themed Seating, Nest Boxes, Natural Bird Baths, Native Trees & Scrubs, Willow Play Sculptures, Edible Planting Zone, Interactive Educational Signs, Timber Bridges, Timber Play sculptures, Sensory Play Experiences, Play Landscapes.
 Formal Play Area	'Children and Young People's Space'	Formal Play Area - 0-6 Years Play zone offering play experiences for toddlers. Design providing: i) stimulating, inclusive & fun play to help toddler development. ii) a range of sensory planting & play experiences (formal & informal) that will stimulate Sight, Touch, Sound and Smell.
		Formal Play Area - 6-12 Years Formal playground equipment and play experiences for juniors. Design providing stimulating, inclusive & fun play. Challenges to including balancing, rocking, climbing, overhead activity, sliding, swinging jumping, crawling, rotating, imaginative play and social play.
		Formal Play Area - 12-16 Years Play zone offering formal playground equipment and play experiences for seniors. Design providing stimulating, inclusive & fun play. Challenges including balancing, rocking, climbing, overhead activity, sliding, swing jumping, crawling, rotating, imaginative play and social play.
 MUGA	'Children and Young People's Space'	Open Access MUGA to provide Netball, Mini Tennis, Five - A-side football
 Sports Zone	'Children and Young People's Space'	Zone providing the following types of experiences:- e.g. Outdoor Gym, Table Tennis, Trim Trail Station
 Wheeled Sports	'Children and Young People's Space'	Area to provide wheeled sports opportunities; e.g. Skate Bowl, Pump Track etc.
 Park Space	Green space buffer - Made up from 'Formal and Informal Green Space' and / or 'Natural Green Space'	Hard/ Soft landscaping to including park furniture, paths, shelter, planting, cycle racks etc.
 Formal Community Orchard	'Formal and Informal Green Space'	Variety of fruit trees / edible planting including hard landscape features
 Cycle and Pedestrian Route		3m minimum effective width to a suitable inclusive accessible gradient
 Pedestrian Route		

Appendices

Appendix A: Local Plan Policies

DA2 North West Secmaton Lane

A site of approximately 43 hectares is allocated north-west of Secmaton Lane for a mixed use urban extension which shall:

- a) Include a comprehensive landscape and design led masterplan for the strategic site allocation, produced with meaningful and continued input and engagement from stakeholders;
- b) Create a high quality landmark development for the gateway to the town on the A379 Exeter Road;
- c) Deliver at least 860 homes with a target of 25% affordable homes;
- d) Include a 50 bed extra care housing scheme and/or other appropriate elderly housing provision;
- e) Deliver a multi-purpose building capable of incorporating health and early years childrens facilities;
- f) Provide for vehicular access through the development between Elm Grove Road and the A379 Exeter Road, including supported bus service, cycle lanes and footpaths; and
- g) Deliver at least 3 hectares of land for employment development, for office, general industrial or storage and distribution uses as appropriate to the site and its wider context, ensuring that there is also a mix of unit size to enable businesses to start up and expand; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses.

DA6 Dawlish Green Infrastructure

Approximately 15 hectares of strategic green infrastructure will be delivered in the form of a strategic 'blue and green' route from development proposed in policy DA2 to Dawlish Warren Road, including:

- a) a pedestrian/cycle route with linear open space along the Shutterton Brook;
- b) community park and sports pitch and play/informal open space;
- c) allotments and community orchard for local food production; and
- d) complementary suitable alternative natural green space.

S17 Dawlish

Dawlish will be a sustainable, thriving and prosperous place that supports a high quality of life for all its residents. It will regenerate as a premier year round visitor

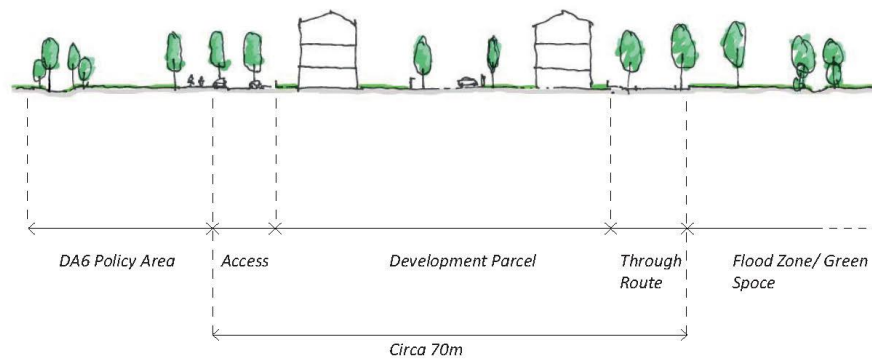
resort, be safe from flood risk, adaptable to climate change and have reduced carbon dependence, be an area with a high quality natural environment and protected important wildlife interests. The Plan will seek to:

- a) Allocate 3 hectares of land for employment and promote improvements to Dawlish Business Park;
- b) Allocate land with capacity for at least 900 new homes;
- c) Provide for vehicular access through the proposed development between Elm Grove Road and the A379 Exeter Road;
- d) Support enhancements to Dawlish Community College and primary school facilities;
- e) Allocate land for a Coastal Park, community park and also complementary suitable alternative natural green space;
- f) Support the construction of a multipurpose building capable of incorporating health and early years learning;
- g) Support improved community facilities;
- h) Support regeneration
 - i. In the town centre at the Strand, Tuck's Plot and seafront
 - ii. At the Warren approach
- i) Identify strategic 'blue and green' routes to facilitate walking and cycling to improve connectivity at Dawlish;
- j) Protect Dawlish Warren/Exe Estuary international wildlife sites;
- k) Maintain the physical separation between Teignmouth, Holcombe, Dawlish Warren and Dawlish; and
- l) Improve air quality.

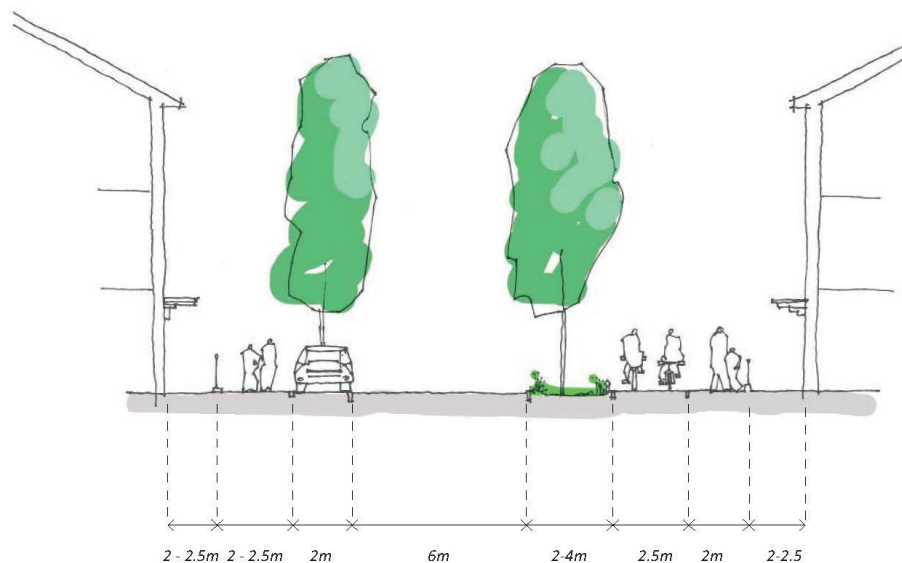
Appendix B: Specifications for 'Secmaton Avenue' – Typical Street Cross Sections

Overview Cross Section:

East of Policy Area DA6



Primary Street through Urban Area



Primary Street - Open Space Edge

