

Impact Assessment



Assessment of: Dawlish DA2 Infrastructure Delivery

Service: Climate Change, Environment and Transport

Head of Service: Meg Booth

Version / date of sign off by Head of Service: 27 September 2022

Assessment carried out by (job title): Principal Engineer (Structures Design)

1. Description of project / service / activity / policy under review

A new 800m link road is proposed extending west from the existing roundabout on the A379 Dawlish (Sainsburys Roundabout) across open land, the proposals include a new highway bridge to span over the Shutterton Brook.

The proposed road will assist in unlocking land identified for housing developments.

It should be noted that this project is a Teignbridge District Council (TDC) project that DCC are assisting with the delivery of in regard to the design of a proportion of the road and bridge, procurement and site supervision.

The masterplan for the road/bridge has already been undertaken with consultation phases having occurred via TDC. This Impact Assessment has

been compiled with this arrangement in mind.

The 800m section of new infrastructure in question is likely to be delivered by three separate parties (Chainage 0-310 by Persimmon Homes, Chainage 310-440 by TDC/DCC, Chainage 440-800 by Designed Adpad, Constructed DCC), each party has or will seek their own Planning Consent.

Funding achieved by TDC will contribute to each of the three development sections.

2. Reason for change / review

Land immediately either side of the Shutterton Brook is allocated for housing development within Areas 3 & 4 of the DA2 allocation.

The housing developments are unviable without assistance with the delivery of the required link road and highway bridge. The bridge and road is to be largely funded from a Homes England Grant and delivered by Devon County Council on behalf of Teignbridge District Council.

The new link will provide convenient and safe passage of vehicles, cyclists and pedestrians through the site and remove safety implications that would otherwise occur if development traffic were to utilise existing nearby residential roads instead.

3. Aims / objectives, limitations and options going forwards (summary)

The aims of the new road and bridge are:

- Overcome a development funding gap by provision of the new highway bridge and contribution towards the road costs;
- Provide a safe and convenient route for local traffic travelling to and from the new development and the A379;
- Reducing the impact of future development on the local road network and local residents, by enabling potential development sites to be accessed without the need to travel along Secmaton Lane;
- Provide infrastructure that promotes sustainable travel via other modes of travel such as walking and cycling;
- Provide infrastructure that is usable by different age groups and those with disabilities;
- Provision of the new infrastructure as early in the development master plan as possible to prevent construction traffic using the existing unsuitable minor road networks;

- Provision of new infrastructure suitable for the support and usage of public bus transport;
- Provide efficient distribution of traffic in the local area;
- Provide a bridge over the Shutterton Brook that not only connects land either side but also does not negatively affect the passage of water including flood waters and storage capacity;
- Enable private sector investment into the Dawlish and local economy.

Limitations:

Site has some sensitive ecological constraints, including the bridge being located within Bat flight paths, as such the Bridge will remain unlit.

Options going forwards:

The proposed link road is vital for the successful delivery of additional housing within the allocated area. To do nothing would remove the viability of future development and leave the allocated area without housing delivery.

4. People affected, diversity profile and analysis of needs

The wider development area (DA2) at Dawlish will largely comprise of new housing (860 dwellings), to this end those affected by the proposal will be residents of Dawlish. The proposed infrastructure will assist in connecting both new and existing residents to the wider Dawlish areas, community facilities and businesses within.

5. Stakeholders, their interest and potential impacts

Key stakeholders include:

- Teignbridge District Council;
- Devon County Council;
- Dawlish Town Council;
- Dawlish residents;

- Dawlish businesses;
- Land owners / Developers;
- Bus operators;
- Environment Agency;
- Greater Exeter Growth Board;
- Local Members of Devon County Council and Members of Parliament.

Interests & potential impacts:

Dawlish residents stand to be positively impacted by the delivery of the new infrastructure. The infrastructure will promote housing growth in the area including the access to new and affordable homes.

Residents will be provided a high quality link to community facilities, the link will also assist with capacity issues on the existing road network whilst providing a safe route for sustainable travel.

The presence of employment land within the area masterplan will also provide local job opportunities.

The future development will provide opportunities and premises for local businesses, the wider masterplan supports employment land to help facilitate start-up businesses, small to medium enterprises as well as opportunities for larger businesses.

The proposed highway bridge across the Shutterton Brook has the potential to impact upon flood storage capacity within the flood plain.

Flooding Assessments undertaken and discussed with the Environment Agency have addressed these concerns and provided the require span and soffit height for the structure.

6. Additional research used to inform this assessment

DCC are a delivery mechanism for the scheme employed by TDC, TDC do not have the inhouse capabilities to undertake engineering design works or oversee construction activities.

TDC have already undertaken development planning activities and thorough consultation phases during the compilation stages of the Local Plan and the Development Framework for the area.

This assessment has therefore been completed on this basis, with DCC addressing each of the section in general terms only.

7. Description of consultation process and outcomes

Although DCC are assisting TDC with the engineering delivery, DCC attained planning permission for the bridge and a section of the new road. The Planning submission was determined by TDC, a period of consultation was undertaken as part of the planning determination process.

TDC have already undertaken thorough consultation phases for the wider development area (encompassing the new road/bridge infrastructure) as part of their development planning activities associated with the Local Plan and Development Framework.

This consultation work won't be duplicated by DCC.

8. Equality analysis

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').

- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).
- The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:
 - Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
 - Proportionate (negative impacts are proportionate to the aims of the policy decision)
 - Fair
 - Necessary
 - Reasonable, and
 - Those affected have been adequately consulted.

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>How will the project / service / policy / activity:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>All residents (include generic equality provisions)</p>		<p>The new link road infrastructure is designed to current best practice and seeks to not discriminate its availability to all.</p> <p>The design will include provisions for non-motorised users with convenient and safe travel along the new infrastructure (minimum of 2m wide footpaths either side of the carriageway plus a 3m wide cycle route through the development areas).</p> <p>Carriageway widths are to be sufficiently wide to allow access for public buses. Infrastructure will be lit (except for the bridge due to ecological constraints), step free and carefully designed to ensure it is free from obstructions.</p>

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>How will the project / service / policy / activity:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>Age</p>	<p>Access to appropriate active travel facilities and bus services.</p> <p>Data from Table NTS0601a of the National Travel Survey suggests that younger people (aged 0-20) and older people (aged 70+) people make a greater proportion of trips by local bus than remaining age groups.</p>	<p>The new link will provide an alternative for those wishing to travel to wider existing residential areas and local facilities using alternative non-motorised means of travel. Statistics show that those aged under 60 are more likely to travel by active modes than those 60+.</p> <p>The new link is designed to support the use of local bus services.</p>
<p>Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people</p>	<p>According to Table NTS0709 of the National Travel Survey, people with mobility difficulties make a greater proportion of trips by local bus than the general population.</p>	<p>The infrastructure design will permit the passage of public and private buses through the development.</p>

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Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief	N/A	N/A
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	N/A	N/A
Sexual orientation and marriage/civil partnership	N/A	N/A

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<p>Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban</p>		<p>The new link road infrastructure will be designed to ensure it provides convenient and safe alternative non-motorised travel facilities, as well as supporting bus travel.</p> <p>This will ensure that those without access to a car will particularly benefit from the proposed non-motorised facilities, including those in the lowest income quartile of the population.</p>

9. Human rights considerations:

The delivery of this scheme is expected to comply with all relevant legislation with human right implications, this includes other parties employed by DCC including the Main Contractor.

There are no foreseen negative consequences affecting people's human rights as a result of the implementation of this new link road and bridge.

10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

The wider development (outside of DCC remit) will include employment land. The new infrastructure will provide opportunities for people to access these places of work. Local residents will also have the opportunity to utilise safe and convenient road infrastructure to travel by other non-motorised means. This will enable people to become more empowered and independent in reaching places of interest.

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

The proposed infrastructure of the final development will incorporate the following features:

- The link will be designed as a primary street for residents within the development, however it will be such that it will deter others using it as an alternative to the A379.
- A minimum of 2m wide footpaths either side of the carriageway.
- A 3m wide cycle path.
- Streetlighting will be provided.
- Step free access.
- Ensure lighting, street furniture, signage and utility infrastructure is designed to reduce clutter and allow ease of movement.

All the above will help provide a safe environment for travel, including the opportunities to travel by non-vehicular mean which will in turn help promote good health and wellbeing.

In what way can you help people to be connected, and involved in community activities?

The infrastructure provided will provide a safe and convenient means for travelling and connecting with the wider area and wider community facilities and activities.

The infrastructure will also be designed to allow the use of buses, therefore providing the opportunity for public bus travel for further connectivity to the local community and further afield.

11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	X
Planning Permission	X
Environmental Impact Assessment	
Strategic Environmental Assessment	

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:	N/A	N/A
Conserve and enhance wildlife:	N/A	N/A
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	N/A	N/A
Conserve and enhance Devon's cultural and historic heritage:	N/A	N/A
Minimise greenhouse gas emissions:	N/A	N/A
Minimise pollution (including air, land, water, light and noise):	N/A	N/A
Contribute to reducing water consumption:	N/A	N/A
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	N/A	N/A
Other (please state below):	N/A	N/A

12. Economic analysis

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	N/A	N/A
Impact on employment levels:	N/A	Once the wider development (outside of DCC remit) is complete the addition of employment land will provide the opportunity for recruitment and increased employment levels.
Impact on local business:	Once subsequent sections of the link road are completed in their entirety, some local businesses along the A379 may experience a reduction in passing trade.	Once the wider development is complete the addition of employment and subsequently business premises will provide opportunities for additional employment in the area. The proposed housing developments within the will provide a change in local population and provide further trade opportunities for local businesses.

13. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

The proposed infrastructure may have some adverse short-term environmental impacts during its construction, including an increase in construction noise and construction traffic in the local area. However, the construction phase could also provide employment opportunities for local residents or business opportunities for local companies who could work or assist in the delivery of the scheme.

The new link road may assist in reducing traffic flows through Dawlish town centre and along the A379 between Dawlish and Shutterton. People living on the outskirts of the town would have an alternative and shorter route to places of work to the north of the town and beyond. The provision of safe and convenient facilities for pedestrians and cyclists could also promote greener modes of travel within the area.

14. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

A reduction in traffic on the A379 between Dawlish and Shutterton may have a positive impact on road safety issues on the A379, especially those wanting to travel via non-motorised means.

The new infrastructure will increase the provisions for pedestrian and cyclists which could help encourage and promote sustainable travel, whilst also providing a health and wellbeing benefit for those wishing to travel by active modes.

The scheme will be procured via DCC, using a Quality and Price tender. During the tendering exercise Contractors will be assessed on both their price and their quality submission.

The quality submission will include information of how the contractor will undertake the works and how they will ensure the quality of the final works. Assessing tenderers in this manner provides additional certainty that the scheme will be delivered in accordance with the designs and to best practice, ensuring the positive benefits of the scheme are realised.

The contractor will also be required to participate in the Considerate Contractors Scheme, thus reducing the likelihood of the construction works having negative impacts on local residents.

15. How will impacts and actions be monitored?

The appointed contractor will be encouraged to have community liaison officer in place for the duration of the works, with community engagement undertaken prior to works commencing.

This will allow local residents to make contact with the contractor directly to address any concerns they may during the construction phase.

DCC will also provide onsite supervision from their engineers, of which one of their duties will be to monitor the impact of construction on the local area and residents.

DCC will engage with the Parish Council, Members, District Council and local residents before and during the works, any issues raised by any of these stakeholders will be swiftly acknowledged and addressed accordingly.