

Dawlish Healthcheck

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Dawlish Healthcheck

Introduction

This Healthcheck has been undertaken within the terms of the Market Towns Healthcheck Handbook, issued by the Countryside Agency. It is intended to provide baseline information on the current position of the Dawlish area in economic, social, transport and environmental terms, set out in the form of standardised worksheets. It will assist us in the important task of developing a Community Strategic Plan to help shape the future of the Dawlish area.

Healthcheck report

There are four main themes to the Healthcheck:

- Environment
- Economy
- Social and community issues
- Transport and access

The information is presented in two ways:

- A brief '**Snapshot**' of the key points of the Healthcheck
- Standard '**Worksheets**' which have been completed for each of the four main themes.

The worksheets have been completed by a wide range of people representing Dawlish Regeneration Partnership, Teignbridge District Council, Dawlish Town Council and many other organisations.

This information will serve several purposes:

- It will assist in the identification of projects for funding through the Market and Coastal Towns Initiative to address identified needs and shortfalls in provision.
- It will provide a benchmark for identifying change in key areas over a number of years; and
- It will provide a benchmark for assessing the position of Dawlish in comparison to other market towns in the region and nationally.

The Healthcheck will also help to indicate the importance of the development of a Community Strategic Plan to help to shape the future of the area. Together with the extensive consultations we have undertaken it will provide the baseline information on which our Plan can be based.

The Dawlish Area

The area included in the Healthcheck comprises the



The Dawlish Community Strategic Plan area

SNAPSHOT

ENVIRONMENT

| Ref. No. | ENVIRONMENT | DETAILS |
|----------|---|--|
| EN2.2 | National Park | None |
| EN2.2 | AONB | |
| EN2.2 | Heritage Coast | None |
| EN2.4 | Number of Conservation Areas | Five – Cockwood harbour, Central Dawlish, Oaklands, Holcombe and the Historic Park of Luscombe castle and grounds |
| EN2.4 | Number of RAMSAR sites | The Exe estuary is a Wetland of international importance. The Dawlish Warren Sand Spit is included in this designation |
| EN2.4 | Number of Special Protection Areas | Exe Estuary |
| EN2.4 | Number of Special Areas of Conservation | Dawlish Sand Spit |
| EN2.4 | Number of National Nature Reserves | Dawlish Warren |
| EN2.4 | Number of Sites of Special Scientific Interest | Dawlish Warren |
| EN2.4 | Number of Sites of Importance for Nature Conservation | Seven County Wildlife Sites – Church Hall grounds, East Down, Langdon Fields, The Old Beach Huts, The Parson and Clerk, Roundhills and Smallacombe Heath |
| EN2.5 | Number of Listed Buildings/Scheduled Ancient Monuments/Sites of Archaeological Importance | 150 |
| EN3.7 | Number of major footpaths/ bridleways | |
| EN3.7 | Number of National Trails | South West Coastal Path passes through Dawlish and along estuary |
| | Number of Cyclepaths | |
| | Number of byways open to the public | |

ECONOMY

| Ref. No. | ECONOMY | DETAILS |
|--------------|---|---|
| EC1.9 | Number of Jobs | |
| EC1.9 | Change in Number of Jobs since 1991? | |
| EC1.8 | % Employed by Large Employers (over 200 employees) | |
| | % Jobs in manufacturing | |
| | % Jobs in services | |
| | % Jobs in public sector | |
| EC1.7 | % employed in Hotel and Catering | |
| EC1.1 | Unemployment Rate | |
| | Unemployed for more than six months | |
| EC1.10 | Professional Employees as a % of all Economically Active Residents | |
| EC6.3 | Number of Job Centres | None |
| EC6.1 | Members of Chambers of Trade/Commerce | |
| EC2.2 | Presence of Business Link office | |
| EC2.2 | Presence of a one-stop shop for business advice | |
| EC2.8 | New Industrial Units built in last three years | |
| EC4.4 | Average Rent for Industrial Premises | £5.50/sq ft (new) - £4.00/sq ft (old) |
| EC2.3 | Rent for Prime Retail Unit | £30/sq ft Zone A main pitch (e.g. Wellington Street / £20/sq ft Zone A secondary pitch (e.g. the Triangle) |
| EC2.4 | Change in Rents | |
| EC2.4 | New shops built in Last Three Years | |
| EC2.2 | Regular general market | None |
| EC2.2 | Regular farmers' market | Planned for 2005 |
| | No. Comparison Goods Shops in the Town Centre | |
| | No. Supermarkets Over 1000 sq m | None |
| EC2.2 | No. Other Convenience Goods Shops in the Town | |
| | No of vacant shops in Town centre as % of total shops | |
| | Number of public toilets in town centre | Barton Hill and the Strand east end |
| EC3.2 | Residents with Post School Qualifications: % residents with Diploma or degree. | |
| | No of Primary Schools | Cockwood PS, Gatehouse PS, Westcliff PS, Special Schools |
| EC3.3 | Number of Secondary Schools | One Dawlish Community College |
| EC3.3 | Number and Type of Post 16 Education (VI Form College/ Technical College) | |

SOCIAL AND COMMUNITY

| Ref. No. | SOCIAL AND COMMUNITY | DETAILS |
|-------------|--|--|
| | Rank in Index of Multiple Deprivation | |
| S1.1 | Number of residents | |
| S1.7 | Change in population since 1991 | |
| S1.2 | % of population over 60 | |
| S1.3 | % of population under 16 | |
| S2.3 | Number of new homes by tenure and location | |
| | % of Single person households (not older people) | |
| S1.6 | % of households older people living alone | |
| S2.4 | % of housing stock without full heating | |
| S2.6 | Number of households on the local authority/housing association waiting list | |
| S2.5 | Average House price | |
| S2.5 | Change in average house price x 3 Years | |
| S3.7 | Recorded crime rates | |
| | Number of Police Stations and when open | |
| | Number of Magistrates Courts | None |
| | Number of Crown or Other Courts | None |
| | Registry Office | None |
| S4.1 | Town Council Offices | Dawlish Town Council Offices, The Manor, Dawlish |
| | Citizens Advice Bureau or Community Legal Services Partnership | Citizens Advice Bureau |
| | Number of Fire Stations – full time? | One |
| | Number of Ambulance Stations | One joint with fire service |
| S5.2 | Number of Swimming Pools | Dawlish Leisure and Recreation Centre, Sandy Lane |
| S5.1 | Number of Sports Halls | Dawlish Leisure and Recreation Centre, Sandy Lane |
| S5.3 | Number of Outdoor Sports Pitches | Four |
| EC2.1 | Number of Post Offices | Three The Strand, Marine Garage Parade, Exeter Road Holcombe |
| S5.1 | Number of Health and Fitness Centres | One – Queen Street |
| EC2.2 | Number of Banks and Building Societies | Three plus one agency |
| | Number of cash points | Three plus one within foodstore |
| EC2.2 | Number of Solicitors | |
| | Number of Accountants | |
| S3.4 | Number of Hospitals | |
| S3.2 | Number of Doctors Practices/Doctors | |

| Ref. No. | SOCIAL AND COMMUNITY | DETAILS |
|----------|---|---------------------------------------|
| S3.2 | Number of Dental Surgeries/Dentists | |
| EC2.2 | Number of Opticians | |
| | Number of Public Houses | |
| EC5.3 | Number of Hotels | |
| EC5.3 | Number of Hotel bed/ bed and breakfast spaces | |
| S6.1 | Cinema | None |
| S6.1 | Theatre | Shaftesbury Theatre, Brunswick Place. |
| S6.4 | Community Centre/Public Halls | |
| S6.1 | Museums | Dawlish Museum, Barton Terrace |
| S6.1 | Library | Dawlish Library, The Strand |
| S6.1 | Art Galleries | None |
| | No of Churches | |
| | Restaurants/ take aways | |

TRANSPORT AND ACCESSIBILITY

| Ref. No. | TRANSPORT AND ACCESSIBILITY | DETAILS |
|-------------|--|---|
| T1.5 | Number of Bus Stations | None |
| T1.4 | Number of Train Stations | Two – Dawlish and Dawlish Warren |
| T1.6 | Number of Coach Parks | One – Sandy Lane |
| | Percentage of households without a car | |
| T3.4 | Number of short stay car parking spaces in the Town Centre | |
| | Number of long stay car parking spaces in the Town Centre | |
| T3.4 | Number of disabled car parking spaces in the Town Centre | |
| T2.1 | Number of cycle paths | |
| T1.2 | Journey times by car and public transport to nearest large town | 30 mins to Exeter by Train, 20 Minutes to Newton Abbot |
| | Bus Routes from Villages to train stations | |
| | Bus services serving the town and surrounding countryside | |

THE ENVIRONMENT

THE CHARACTER AND VITALITY OF THE TOWN (EN1)

Q 1 What are the main landmarks or distinctive buildings in the town?

Answer

The most recognizable feature of Dawlish is the central green space, known as The Lawn, which is overlooked by a variety of predominantly two and three storey buildings in The Strand on the north and Brunswick Terrace to the south.

The parish church of St Gregory lies 'behind' Dawlish at its western edge, close to the edge of the Luscombe Estate, but it is hardly visible from the present town centre. It was the focus for the old town, with a further settlement at the beach.

The town centre is separated from the beach and seafront by the elevated main railway line to the West Country, introduced in 1845-6, which can only be crossed at a few points.

*(see also *The Buildings of England,"DEVON"* by Nikolaus Pevsner and Bridget Cherry, publ Penguin 1989, pp 329 – 333)*

Identify the key features that are visually or culturally important and whether these are in good condition.

The Lawn is a central promenade with Dawlish Water running down its length in a canal with weirs, and a developed population of rarer water birds and black swans. There are records of black swans being on the brook in the early 1900's. There is a waterfowl breeding enclosure managed by the Wildfowl officer and the southernmost bank is heavily used as a roosting ground, giving the facilities a run-down appearance.

(<http://www.dawlish.gov.uk/waterfowl.htm>)

The built focus of attention in the town centre is the bandstand which sits nearly in the centre of the Lawn. It is a poor and simple structure that provides a covered platform for much of the open-air public entertainment in the town centre. Behind the bandstand is the bowling club lawn and club-house. This is a rambling single storey shed which is often boarded up against vandals and provides an unsatisfactory backdrop to the long views up the Lawn towards Brookdale Terrace.

There is a number of churches which have prominence in the town, the Methodist Church and the United Reformed Church overlook the Lawn and the Baptist Chapel (former Town Hall) is in King Street. These are prominent and well maintained. Also overlooking the corner of the Lawn is the Shaftesbury Theatre, undergoing modernization.

The Town Hall is located at The Manor House, off Old Town Street, with its gardens. The Town Council maintains this building for public use and a great many of the clubs and public meetings are held in the various rooms, available for renting.

The railway station is Brunel-designed and has an impressive entrance hall. The general condition of the railway structures (station, signal-box, footbridge, viaduct) shows the effect of sea water corrosion and penetration.

Q 2 What are the focal points in the town?**Answer**

There are no focal points of this sort in Dawlish. Most of the social contact occurs on the pavement of The Strand, as people move from shop to shop, or library.

Occasional events, mainly during the warmer months, are held on the Lawn in the vicinity of the bandstand, and vehicles can reach this area from a single access at the eastern end of The Strand. This then becomes the social focus.

A variety of rooms are available for charities and groups to rent for regular or occasional functions. The churches overlooking the Lawn have rooms which are regularly used for meetings and fund-raising activities.

Hamilton Hall on Lawn Hill is used by the over-50's group each week, as well as by other social groups.

The Manor House, used as Town Council offices also has a number of lettable rooms which attract clubs and societies for regular meetings and can be hired.

The Leonard Lamb Centre has, until very recently, been home of a number of groups, but the Town Council has closed the former school and is applying for planning permission to develop 11 dwellings by conversion and new build on the site in the old part of town.

Away from the centre, Dawlish Community College has large spaces which are occasionally hired to outside groups for events. In Sandy Lane, the Leisure Centre has a range of organized sports activities provided for the public.

Identify areas where people naturally congregate in the town and whether these vary according to time of year, day of the week or time of day.

At the eastern end of The Strand, there is a taxi pick-up point outside the supermarket(Somerfield) in the Strand and between two of the banks (HSBC and Lloyds TSB), and alongside this the pavement widens in front of Woolworths. This acts as a gathering point for those who have been shopping.

There are shelters (minus the essential glazing which allows them to function) at the eastern end of The Lawn and some people may gather there.

There are also sheltered spaces overlooking the Lawn near the bowling green and people sit there, out of the wind and rain.

In the summer months many people stroll along the sea wall from the railway viaduct, south towards Coryton Cove, or north, by which they can reach Dawlish Warren unless the tide is high.

Q 3 Is there an historic core to the town?**Answer**

There is a Conservation Area in Dawlish, one at Cockwood harbour (including part of Starcross Parish), one in the south-western part of Holcombe, and the Luscombe estate is classified as an Historic Park and Landscape. The modern housing estate known as Oaklands also has conservation area status.

The distribution of Listed Buildings in Dawlish is mainly along the lower parts of the valley, from the sea back to the parish church, and on either side of Dawlish Water. Luscombe Castle and the attached Chapel are listed Grade 1.

Beyond the town centre there are groups of Listed Buildings along Dawlish Water Road and into the Ashcombe Valley, and in Ashcombe. In the Aller Valley are mainly Listed farm buildings, on or on the edge of the Luscombe Estate.

Many of the older farms and cottages in the rural hinterland are Listed, as are houses and cottages in central Holcombe and Cockwood.

(see the English Heritage website www.imagesofengland.org.uk for illustrations of most of the Listed buildings and monuments in the area.)

Identify areas with strong historic associations.

The presence of two water-driven mills in the town is still evident in one surviving wheel, and this emphasizes the significance of the regular supply of water from Dawlish Water and other streams that powered these mills. The mill stream, or leat, survives and can be traced through much of the town from the Newhay by St Gregory's church. The course of the leat is being revived so as to provide power once more to the wheel.

The other early forms of employment were agriculture and fishing.

Little survives of agricultural connections, although the rich farmland bordering the Exe estuary is very evident outside Dawlish, and productive market gardening lies in the Ashcombe Valley. (Whetman pinks) <http://www.whetman.co.uk>

The small scale fishing industry was beach based, and was limited in scale once the coastal railway cut the beach from the town. The easier access at Teignmouth allows a small fishing connection to be maintained there.

Q 4 Are there any individual and/or groups of buildings which display design, detailing or materials which give the town a distinctive character?

Answer

The building tradition throughout south Devon is of cob walling and thatched roofs for all but the most costly buildings and churches. Cob was prepared on the spot from subsoil, straw and dung. Reed for thatching was grown in local rivers and marshes.

The quality of cob varies from district to district and in Dawlish is not as strong due to the use of sandy and gravel soils as base material. Further into the Exe and Teign valleys the presence of clay makes the soil more cohesive.

An early cob farm building is now in three parts at the beginning of the High Street/Strand Hill. This stands in isolation in an area of much later developments, many following the introduction of the railway.

The influence of John Nash, architect for Luscombe Castle, can be seen in some early regency houses in Plantation Terrace and Barton Villas, with Grecian and Gothic detail.

One very significant landmark is Brookdale, at the western end of Brunswick Terrace. This is a large villa with Gothic windows and small bays facing into its garden, all coated in pink limewash on cob. The large thatch roof is of irregular form, and is reminiscent of similar villas in Sidmouth.

The only impressive terrace from the early 19th century in Dawlish is Haldon Terrace, off Hospital Hill.

A private road leading to large villas, now converted to other uses, is Oak Park Villas. Measures need to be taken to protect the gate piers at either end of this road from vehicle damage.

With the arrival of the railway, the transport by rail of 'modern' materials such as slate for roofs and fired clay bricks brought changes in style to the later parts of the town.

(see also 'Devon Building', ed Peter Beacham, publ Devon Books 1990)

Identify where these buildings are their key distinguishing features.

Q 5 Are there any unattractive areas in the town?

Answer

There is concern over the dilapidation of a few older buildings where the owners appear to allow neglect to take over.

There are a number of modest but Listed buildings where decoration has not taken place for many years and the condition lets down the general appearance.

There are instances of commercial adverts and fascias being unsympathetic to the design, colour, scale, etc., of the Listed building.

There have been commercial redevelopments that are of poor design quality that can be remedied by stronger controls in the planning process.

There is a string of architectural oversights in Marine Parade which can only be corrected by better standards of design in future redevelopments.

The area between the Lawn bowling green and Brooklands Terrace is a poorly arranged collection of surface car parks and unsatisfactory low value sheds.

Identify specific buildings or areas that are in need of attention.

The Old Vicarage in Weech Road is a local cause celebre, attracting current attention since the building has been grossly neglected and yet is Listed.

The fascia to Harrison's Amusement Arcade on Piermont Place is of a size and colour that introduces a harsh and discordant element to the facades behind, of which one building is Listed.

The fascias to certain other premises extend well beyond the original template and are out of scale with the remainder of the façade. The addition of balloons, display stands and other advertising onto narrow pavements restricts pedestrian movement and create hazards.

The District Council advises that stronger guidelines can be drafted and could be introduced at the request of the Town Council.

Q 6 Are there any distinctive features which define the limits of the town, such as historic city walls, a river or a bypass?

Answer

The sea provides the eastern boundary. On the west the private Luscombe estate and farmland attached to it produces a sharp western limit. The stream known as Dawlish Water flows west to east through the floor of the valley, and the old town of Dawlish lies on the lower slopes of the valley sides.

In the 19th century large villas were built on the south facing slopes, as far as Eastcliff Road. In the 20th century the town spread over the hills, principally along the Exeter Road as far as Shutterton Brook. This small stream forms the present development boundary to the north.

To the south, the town extends to John Nash Drive, a short distance from the outskirts of Holcombe which retains its identity.

Identify whether the boundary of the town is clearly defined.

There are road signs on the A379, the main route through Dawlish from Exeter to Teignmouth, or v.v.

Q 7 Are the buildings, streets and furniture in the town centre in good condition? Are there opportunities to enhance these?

Answer

See the response to Q5.

Some street furniture is badly worn or lacking attention. There are instances of vandalism to park benches and similar structures, and heavy concrete flower pots have been tipped into the stream from time to time.

In the Manor Gardens is an encyclopaedic collection of park benches, many donated in memory of people, but the variety of styles, colours and materials does little to help the appearance of the park and gardens. (Contrast this with Lea Mount where a simple design is repeated throughout, and is less intrusive as a result)

The streets are in many cases poorly surfaced and need reconstruction, which should take in speed limiting construction, wider pavements and better surfaces for pedestrian safety. (viz High Street and The Strand)

Identify both areas and aspects which are in need of action.

The Strand is subject to study to improve the width of the pavement in front of the shops, possibly at the expense of a row of parking spaces. There is also a need to resurface the crossing points so as to give greater prominence to pedestrian crossings to the Lawn in a street which is cluttered with parked vehicles, reducing visibility.

The High Street carries mixed one-way and two-way traffic, and surface markings would add clarity for visitors as well as reminding the less ruly local drivers, particularly between Exeter Road and Strand Hill.

The High Street is very narrow between the top of Lawn Hill and Orchard Gardens (barely the width of a person's shoulders, and less where street lighting columns intrude), and pavements are of inadequate width to accommodate pushchairs and other wheeled pedestrian traffic. On one side at least, the pavement needs to be widened, so as to provide safer conditions and in turn causing traffic to reduce speed in a narrower road between kerbs.

The surface condition of the High Street is very poor, and this could provide an opportunity to introduce speed restricting measures.

In the old town street lighting standards frequently reduce pavement width and provide difficulty for pedestrians. The opportunity should be taken to study the impact of mounting lighting off building facades.

Q 8 Are the 'main gateways' to the town centre attractive and well maintained? Are there opportunities to enhance these?

Answer

The railway station is a main point of arrival and little has been done to modernize or improve it in recent years. It is unstaffed for most of the evening and night hours.

(The railway station is rented by the operator Wessex Trains from Network Rail, and the present franchise is ending in 2006. The station needs more care and attention and it is suggested that a new operator may invest in Dawlish, if a brief is drawn up.)

The bus stops are around Tuck's Plot and recent improvements to bus shelters have improved those points. Coaches set down at the end of Piermont Place on a narrow pavement, directly outside a take-away fastfood outlet. This is hardly the best smell to greet you on arrival and there is some congestion on the pavement.

Identify particular routes and locations in need of improvement.

The main 'gateways' to Dawlish are on the A379 Teignmouth to Exeter road. From Teignmouth the road is attractively kept as it reaches the first housing by John Nash Drive.

At the other end, leaving Dawlish, there is a less than satisfactory impact of low value industrial sheds and roadside garage premises. One former petrol station has been used by a variety of second-hand car dealers. Redevelopment for employment purposes could create an opportunity for considerable improvement at this point of arrival.

Q 9 Are the main pedestrian routes between car parks and the town centre attractive, well maintained and safe to use during the day and at night?

Answer

The footpath from the main town car park (Barton Hill) down to The Lawn is along the side of the brook, and the surfaced path involves negotiating two weeping willows. Kerb side parking here is alongside unsurfaced earth and is unsafe due to tree roots on the surface. It requires sensitive and urgent surfacing to remove the various dangers. Removal of the two trees is NOT an option.

The crossing of Barton Hill from the car park is hazardous for pedestrians. While standard traffic control measures may not apply, some form of control is highly desirable here, especially bearing in mind the location of the much-used public toilets. At the very least surface markings can draw attention to the hazards.

The Strand and to a lesser extent Brunswick Terrace raise the issue of conflict of pedestrian over vehicle traffic. These roads need some speed control measures and indications of crossings where pedestrians are to be expected.

The railway station car park is used by many since it is nearer to the beach. The route to the town centre is not well marked and passes a redundant garage workshop site.

There is a small surface car park at the western end of the Strand. Access is very tight and spacing of bays is narrow. It needs careful redesign and improvement.

Identify priorities for improvement.

Access in safety from Barton Hill car park has to be improved urgently.

Q 10 Are there any townscape or heritage initiatives currently underway in the town?

Answer

The restoration of the town mill wheel and leat supplying it, are currently under way. The very large water wheel on Brunswick Place has been put back into working order and is fed by a sump dam and two electric motors. The intention is to restore the flow to the leat, reinstate the Launder and mill pond to carry water to the wheel. Its power may be put to modern use for generating electricity to drive a fountain in the brook, or some other uses.

The project is supported by Dawlish Conservation Trust and funding is being sought to complete the work. A large volunteer effort has been effective so far.

There is interest in restoring and re-using the station signal-box. Network Rail are the present owners and have been refused permission to demolish as it is covered by the station's Grade II Listing. A group is forming as 'Friends of Dawlish Railway Station and it is expected that they may seek to take on this work. It is capable of dismantling and reconstruction on a site near the railway, but off Network Rail property.

Q 11 Is the town centre dominated by shops or are there a range of other uses which take place such as housing and employment?

Answer

It is a small scale town with residential accommodation above the majority of shops in The Strand and Brunswick Place. It also contains a number of public houses and cafes to serve the tourist business.

The 19th century town is almost entirely residential behind the principal shopping streets. A very small amount of workshop business is interspersed, but many of these are closing in favour of site redevelopment due to their location for residential uses.

Q 12 Are there areas in the town which are over-cluttered with signs, street furniture, advertising hoardings etc?

Answer

Signing needs to be provided from main points of arrival (car parks, train station) and must reach the target. (e.g. there are signs on the Lawn to the town Museum, but they do not indicate distance, and after the first corner are not repeated.)

Q 13 Are there important groups of trees which are either covered by Tree Preservation Orders or are important to the character of the town?

Answer

The town centre is notable for the row of mixed mature trees along the north side of the Lawn, and for the presence of fine specimen trees in many of the surrounding roads of 19th century development. There is a small park off Haldon Terrace, on Hospital Hill, which needs careful maintenance.

The Manor is surrounded by the remains of a fine 19th century garden, now an urban park. Here, and in the Knowle garden area facing Barton Terrace are other groups of mature trees which contribute to the town's quality. Some rarer species, such as 'Monkey Puzzle', are here.

The route of the mill leat is also marked by trees.

Identify where trees add to the character of the town.

Some fine planting exists around the larger houses on the lower slopes overlooking the town, in Plantation Terrace and Westcliff Road to the south, and Priory Road and Eastcliff Road to the north.

THE COUNTRYSIDE (EN2)

Q 1 What is the local countryside's distinctive character?

Answer

Dawlish lies at the meeting of three different landscape types.

The low-lying Exe Estuary is gentle rolling countryside, predominantly of farmland with some hills topped with deciduous woodland plantations.

On the coast, the cliffs are of red sandstone, low and level from Dawlish Warren to Dawlish and then rising with steep valleys running between to the sea. This continues beyond Holcombe to Teignmouth where the Teign estuary discharges.

Behind Dawlish the ground rises in a ridge to Holcombe Down which stands at the seaward end of the Haldon Ridge, separating the Exe and the Teign river systems. The Haldon Hills are chalk, and flint outcrops are common. The ridge has heavy plantations of coniferous woods, interspersed with older plantings of beech.

(see also Teignbridge District Landscape Assessment, publ 2001)

Identify the elements that make the countryside distinctive and attractive.

The combination of differing types of landscape provides Dawlish with the attraction of countryside exploration with a great deal of variety. The town itself is sharply confined by the protected land-holding of the Luscombe estate. This lies almost immediately to the west of the parish church, and occupies the valleys running back to Little Haldon. The steep valley system of Dawlish Water is the setting for Dawlish town, which largely occupies the valley bottom running out to the sea. There is a fairly sharply defined development boundary of natural features, with the sea providing one such.

Q 2 Is the landscape of high quality?

Answer

There are two principal designations applied around Dawlish.

Along the coastal margin is the 'Coastal Preservation Area'. The 'Area of Great Landscape Value' designation applies along the Exe Estuary and down as far as Shutterton Bridge. It is also applied to the Ashcombe Valley and the 'green belt' between Dawlish and Teignmouth.

Identify areas of high landscape quality.

The meeting of the three differing landscape types has created an area of high landscape value affecting much of the hinterland and coastline. It is this quality which contributes to the region's attraction for tourists and holiday-makers.

On the outskirts towards Starcross the rolling high grade farmland rises to hill top woodland plantations of mixed deciduous species.

Along the coast to the south there are clumps of 19th century mixed planting with buildings well screened from view.

The coastline itself provides excellent views of the eroded soft red sandstone cliffs.

The land behind Dawlish, rising towards Mamhead and the obelisk, is less dramatic, but nonetheless of great attraction.

Q 3 Is the countryside important for agriculture?

Answer

The higher grade land lies in the Exe valley and Ashcombe valley systems. Grade 1 land reaches down nearly as far as Shutterton Brook.

Q 4 Is the countryside important for nature conservation?**Answer**

The Exe Estuary is listed as a Wetland site of International Importance, and the sand spit of Dawlish Warren is included in this designation.

The Exe Estuary is a Special Protection Area (SPA) under the EC Council's Birds Directive.

The sand spit at Dawlish Warren is a candidate Special Area of Conservation under the EC Council's Habitat Directive.

Dawlish Warren is designated a NNR, being of European nature conservation interest.

Identify areas important for wildlife.

Local Nature Reserves

Dawlish Warren is such a site, managed by the District Council and affording special opportunities to increase public enjoyment and understanding of wildlife.

Sites of Special Scientific Interest

Dawlish Warren for wildlife interest. Dawlish cliffs for geological interest. In the Ashcombe parish are the Great Haldon Heaths.

Sites of importance for nature conservation

County Wildlife Site designation exists for seven Dawlish sites - Church Hall Grounds, East Down, Langdon Fields, The Old Beach Huts, The Parson and Clerk, Roundhills and Smallacombe Heath.

Wildlife Corridors are proposed for Dawlish Water, Oaklands and Shutterton Brook.

There are known sites where the Cirl Bunting, an endangered species, breeds.

Q 5 Are there areas of historic importance.**Answer**

The parkland of the Luscombe Estate is designated an 'Historic Park or garden'. It was designed (ca 1800) by Humphrey Repton in a partnership with John Nash who designed Luscombe Castle.

Q 6 Is the countryside being actively managed?**Answer**

The majority of the farmland around Dawlish comprises a mix of beef, sheep and dairy holdings. The landscape is actively managed using schemes such as the Countryside Stewardship (CSS) to integrate conservation and environmental measures.

These include an introduction of specialist habitats for the Cirl Bunting (BAP species) a particular target for this area. There are a number of farms entered into the CSS, which are also entered into organic schemes, bringing wide environmental benefits to the area.

Identify areas being actively managed to maintain and improve the environmental quality of the countryside.

There are areas of woodland within the development boundary of Dawlish which are managed by Teignbridge District Council. These are at:

Warren Copse, at the junction of the A379 and Warren Road, overlooking Ladies Mile holiday camp site;

Elm Grove Wood, adjacent to Gatehouse Primary School site, and linking with the privately-owned James's Plantation (nearly clear-felled in 1999/2000 and showing little sign of re-establishment);

Oaklands Wood, off John Nash Drive, where work is in hand to clear refuse and ponds.

Q 7 Do community groups participate in the management of the local countryside?

Answer

Volunteers are invited to join efforts to maintain the woodlands, but the actual contribution is unknown.

There are a variety of community groups, particularly in the management of our landscape. These range from organized volunteer groups assisting in conservation initiatives on Dawlish Warren. In addition, local schools and church groups are keen to get involved with particular management needs.

With careful organization and motivation, it would appear there is scope for increased involvement from local groups.

Q 8 Are there plans for major change on the urban edge?

Answer

The Teignbridge Local Plan Initial Deposit Version 2001 proposed a major housing extension at the rear of Sandy Lane towards Secmaton Lane. This would change the development boundary of the town to a new line on, or beyond Secmaton Lane. Public objection to the scale of the proposals is likely to bring a lesser expansion in the Teignbridge Local Development Scheme, due to appear for consultation during the early summer 2005.

Identify areas on the urban fringe that may change in character.

A development company has applied for planning permission beyond the development boundary of Shutterton Brook. There is opposition to these proposals which, if extended down the length of Shutterton Lane, could add more than 500 houses in a separated development on the north eastern edge of Dawlish. It would push development north of Shutterton Brook and into more open country.

There is a wooded screen along the line of Shutterton Brook which does something to screen the variety of industrial premises on the industrial estate from view, on the approach to Dawlish.

There is an existing land allocation for Employment purposes which breaks through this screen, and new planting would be needed at, or before, such development took place.

LINKS BETWEEN TOWN AND COUNTRY (EN3)

Q 1 Are there natural or man-made features such as rivers, canals, roads or railway corridors that link the town and country?

Answer

The route of Dawlish Water is marked by footpaths along most of its length and this element runs west to east to end at the seafront.

The railway and the seawall provide a strong linear north-south element connecting the town with other coastal settlements.

There were footpaths running out into the Luscombe estate (shown on 1890 maps) but no longer.

Q 2 Are there distinctive design elements found in both the town and the surrounding countryside?

Answer

In centuries prior to the mid 19th the dominant materials are cob, lime wash, and thatch for roofing. From the arrival of the railways, and easier transport of stronger materials, the introduction of brick from Exeter and Newton Abbot is linked to slate for roofing.

In one period of growth of the town a distinctive use was made of banded brickwork, using warm red and buff bricks in combination. Some of this attractive pattern-making has been over-painted, sadly.

A notable attempt to create continuity in a modern form is the housing at Oaklands, off the Teignmouth Road, by Mervyn Seal 1971-6 (see Buildings of England)

Identify common features that provide visual continuity between development in the town and country and where they are to be found e.g. which villages.

Holcombe, Cockwood, Dawlish Warren and Ashcombe all contain good examples of cob and thatch for houses and cottages.

Q 3 Are there any memorable views either from the town to the countryside or from the countryside of the town?

Answer

The most familiar view out of the town is facing south along the coast from the railway station, where a succession of small red sandstone headlands carry green fields to the edge of the sea, while below the busy railway runs through the cliffs in a series of tunnels.

Perhaps the best views of Dawlish are from the clump of pines near the Humpy, where excellent views can be obtained across the town, towards the area by the church, up the Luscombe Valley, along the ridges leading up to Haldon, and across towards the Exe Estuary, Exmouth and the Jurassic Coast beyond. This is best seen from the public footpath.

The ridge marked by Holcombe Down Road provides views of Aller Valley to the west, and down across the town to the north.

Q 4 Are historic commercial links between the town and country still apparent?

Answer

A water wheel survives in Brunswick Place from the mill that existed there. A brewery was located in the High Street and some of the original fittings remain. A small group of fishermen still work from Boat Cove.

Q 5 Does the character of the surrounding countryside become less distinct the closer it gets to the town edge?

Answer

The countryside comes right to the edge of town on the western edge, fronting the Luscombe Estate and Holcombe Down Road. This also applies to the north-east along Secmaton Lane which acts as a natural development boundary, as does Shutterton Brook.

Identify areas where the quality of the countryside has been diminished by edge-of-town activities.

The town 'leaks away' along the Exeter Road, and then a trickle of semi-agricultural enterprises line one side of the road towards Starcross. There are still long country views between occasional barns and houses.

Q 6 How does the town sit in the landscape? Are there opportunities to enhance the urban edge by, for example, planting or even development that will make the town more attractive?

Answer

The town is constrained by the land form and coastal location (see earlier) and the old town lay in the valley between Eastcliff and Westcliff roads. Later, 20th century, housing has spread higher up the slopes and run over the hills to north and south. It is important to try to crown these hill silhouettes with groups of trees, rather than sharper profiles of roofs.

There is a very active planning group which is aware of the threat to urban form and identity through new developments. It was instrumental in raising public reaction to very large scale housing proposals in the Local Plan 2001, Initial Deposit version, which would have affected the rural north-western edge of Dawlish.

The least satisfactory 'edge' to Dawlish occurs at Dawlish Warren where the proliferation of camp sites and holiday parks, enclosed behind fencing, give a built-up intensity to the area which could spread and spread, if the demand was there.

Identify key views of the town for approach roads and identify opportunities to enhance and manage the fringes of the town.

There is no very obvious view on the approach from Exeter on the A379. The outer fringes are generally well hidden until arrival at Langdon Hospital, and even then the town itself is hidden over the hill ahead.

The best overall view by road is from Holcombe Down Road and the transition from country to town is quite sudden and subtle.

The approach along the A379 from Teignmouth is gentle until arriving at the top of Teignmouth Hill where views are confined by the road running at first in a steep cutting.

There is another approach which has a significant impact, that of coming by train, passing a number of older properties at, or near, the level of the railway track and being of varying standards of upkeep. The garden slopes are often shared between groups of premises and unkempt. It is to be hoped that rising property values will encourage building owners to improve the standards of maintenance.

Q 7 Are there any long distance or locally important footpaths, cycle paths or bridleways linking town and country?

Answer

Dawlish Town Council has published a guide to seven footpath walks around Dawlish. They comprise:

Coastal footpath between Dawlish Warren and Teignmouth. A large part of this runs on the sea wall constructed for the railway. A higher level bridleway runs along the top of the low cliffs between Dawlish Warren and the junction of Exeter Road with Warren Road;

Town trail runs east-west from the sea along the route of Dawlish Water to emerge at the country margin by the Luscombe Estate;

Footpaths and road walks around Holcombe Village reveal the extent of separation from Dawlish;

A town footpath from Strand Hill upper section leads to the top of Stockton Hill, then onto the hill top towards the 'Seven Sisters' clump of firs, giving overall and close views of the town and the parish church. It continues to Longdon Lane, or returns via Commons Lane to Eastcliff Road;

A looping path rises from Cockwood to the woods above Middlewood and Westwood before dropping to St Mary's Church, Cofton, and returning along the edge of Cockwood Marsh;

Long Lane leads away from Longdon Lane (from the 'Seven Sisters', above) towards the obelisk above Mamhead. It is partly tarmac road between high hedges, and partly unmade track. It provides long views across the Exe valley and towards Little Haldon.

There are circular walks on the Haldon Hills, although they do not directly link with the town.

THE ECONOMY

EMPLOYMENT (EC1)

Q 1 Are local unemployment rates high?

Answer

The unemployment rate within the area is 3.8% against the national figure of 5.8%.

Q 2 Has unemployment fallen or risen in recent years?

Answer

Unemployment has fallen. Taking into account the minor difference (slight increase) between the working age population since 1991 a reduction of approx 0.5% has occurred.

Q 3 What are the labour market participation rates?

Answer

Total population of working age is 6,729 however actually employed represents 4739 of which 53% are males and 47% female. However as a ratio of working population males fall below both local and national average but females only at local average and are above national average by 3.0%

Q 4 What are average household earnings?

Answer

Average household income for the region is approx 94% of the national average. At local level the male average remains unchanged but the female average earnings is 2.0% below local average.

Q 5 What proportion of the unemployed have been unemployed for over 6 months or one year and what sectors of the population are most represented by age/gender?

Answer

Unemployed over 6 months less than 12 months 9.1% (male) and 15.2% (female) 12months and over 7.6% (male) and 0.0% female. No particular trend identified.

Q 6 What proportion of residents in employment commute elsewhere to work?

Answer

The town is a dormitory town serving three larger towns within a 15 mile radius .i.e Torquay, Newton abbot and Exeter.

Q 7 Is the local economy particularly dependent on specific industry sectors

Answer

Tourism and associated trades represents highest employee (approx 50%) within the area. Comparison to other towns with similar population and geographical location (i.e coastal) indicates the average of industry types within the town are similar. The economy is tied to some degree on seasonal visitors. Both retail shops and accommodation providers have a six month cycle of high and low activity.

Q 8 Is the local economy dependent on a small number of large employers?

Answer

There is no reliance on large employers within the area. This can be illustrated by the higher than national average of self-employed (18% of employed) within the Dawlish area, and which is also higher than the Teignbridge area rate.

Q 9 Is the number of jobs available locally increasing or decreasing? (Identify specific business closures in the last three years.) The information maybe found in the Annual Employment Survey or from surveys of local businesses.

Waiting information

Identify how strong the local economy is.

Q 10 What are the rates of business start ups and failures? (Compare to regional and national average and over a five year time period to identify trends.) The information can be found in the Customs and Excise VAT Registration. The local Business Link or Small Business Service may already have collated this information.

Identify how dynamic the local economy is.

????????????????

Q 11 What opportunities are there for new employment from the expansion of existing local firms?

Answer

Limited potential for growth in buildings due to available development sites. Major physical expansion may force total relocation to a new geographical area. Survey required.

Q 12 What economic development/inward investment grants are available?

Answer

Depending on type of business SWRDA Business Angels, Investor Network, Business Link?

Q13 What are the solicitors' specialisms? Do they do legal aid work? What other legal advice services are there e.g. cabx, neighbourhood projects? When are they open? Do they do home visits? Do they have disabled access?

Q14 Where do unemployed people get advice on e.g. benefit, entitlement, debt, unfair dismissal, accidents at work?

Q15 What trades unions are available in the area and what advice do they provide?

RETAIL AND TOWN CENTRE SERVICES (EC2)

Q 1 How much of the local shopping provision is in the town centre, out-of-town centre or in the villages?

Answer

Less than 5% of shopping facilities are outside of the town. Retail stores and large supermarkets are available 12 – 15 miles away at Either Newton Abbot or Exeter.

Q 2 What type of shops and services are there in the town centre?

Answer

Shops were as follows:

Green grocers 1 Butchers 2 Florists 1 Estate Agents 3 Banks 2 Mail Order/Tel 1
Travel Agents 1 Charity 2 Pharmacists 3 Osteopaths 1 Solicitors 1 Post Office 1
Fancy goods 4 Jeweller 1 Opticians 1 Shoes 1 Toys 1 Pub 1 Telephones 1 Bakers 2
Betting Shop 1
Health Store 1 Supermarket 1 Stationery/general 2

Q 3 Has retail floorspace in the town centre been lost in the last five years? (

Answer

No. In general available floor space has remained static as development potential on new sites within the town centre is generally limited Potential development land (out of town) will only become available in 2005 onwards subject to planning authority acceptance and local support.

The only detrimental characteristic which has increased over the last 5 years has been the increase in traffic flow thro the town centre and the limited parking facilities within a central position. The rail network link has also reduced the number of trains stopping at the town station.

Q 4 Are there a variety of markets operating in the town and surrounding countryside?

Answer

No active independent markets are currently held within the town's boundaries or adjoining area. Nearest farmers market 4 miles away which started in 2004. Nearest livestock markets 12 – 15 miles away at either Exeter or Newton Abbot.

Q 5 What is the frequency of the general market and what are the numbers of traders/stalls?

Answer

No local town market.

Q 6 How many shops are vacant in the town centre and how many have been vacant for more than two years

Answer

At time of response no shops are currently vacant or unallocated

Q 7 How many new shops in the centre have opened in the last three years, or have had major refits?

Answer

Very few shops have opened in the last few years. Dillons / One Stop (26 / 27 The Strand) has recently had a refit.

Retailer confidence in Dawlish could be improved. Several shops have closed down recently and the prominent position of charity and low cost / pound shops in prime positions in the town does little to inspire confidence in the retailers.

None Last major refit was Dillons newsagents 3 years ago

Q 8 Are rents for retail premises stable or increasing? (Compare rents over time and with competing centres, if appropriate.) Information can be obtained from the Valuation Office, the District Council and through local property agents.

????????????????????

Assess rent levels for the main shops and whether the increase reflects buoyant demand.

Q 9 Are local retailers confident about future trading?

Answer

Expansion of either existing premises or to new units is severely restricted due to shortage of development opportunity and available land. The type and mix of shop is sized according to the local population of around 12000 which supports the core type of retail outlet eg. 2 small supermarkets 1, Woolworths, several chemists, butchers, bakers etc all of which are relatively small establishments.

Q 10 Is the town centre promoted as a shopping destination in any brochures or other publicity material?

Answer

Not to any great degree. The town centre is not recognised as a shopping destination Identify whether the town is being actively promoted.

Q 11 Is there commercial demand for additional retail floorspace? (Registered interest, by retailers and their anticipated floorspace requirements.) The data may be available from Property Intelligence plc and from local property agents.

????????????????

Identify any demand for expanding retail provision.

Q 12 How many shops are charity shops?

Answer

Two

Q13 Is there a regular market in the town?

Answer

No operating market within the town.

Q14 Where can People get advice on consumer matters e.g. faulty goods and services, consumers credit, debt?

TRAINING AND EDUCATION (EC3)

Q 1 Do the vocational training courses on offer reflect the needs of local residents and employers?

Answer

In general they do as the more technical courses and those requiring long term attendance for qualification in engineering and construction type industries are catered for by South Devon and Exeter colleges. In Addition higher educational qualifications can be gained at either Exeter or Plymouth universities. Dawlish community college is aimed at short term or part time study and at level II or level III.

Q 2 Are school leavers well qualified?

Answer

The percentage of unqualified persons within the 16-74 age group who can be classed as unqualified is marginally higher (2.0%) than the national and Teignbridge district average. Of those that have qualifications a higher than national average will be of a both higher and lower level qualification. This is more pronounced with the higher level qualifications.

Q 3 Is there access to good quality schools in the area?

Answer

Overall the schools within the area have a comparable rating to that of the national average. Level II and III being marginally higher than average. Ofsted reports indicate that in general they provide good facilities and good quality teaching.

Q 4 Are there sufficient pre-school places in nurseries and playgroups?

Answer

Table 1: Population data

| | |
|---------------------------|-----|
| Children aged 0-2 years | 292 |
| Children aged 3-4.5 years | 156 |

Child Care for under-threes

There are 2 providers (1 day nursery and 1 independent school nursery unit) providing 33 childcare places for under-threes.

There are 9 childminders providing 12 childcare places for under-threes

Total daycare for under-threes is 45 places (15.4%).

Devon's target for 2004-05 is 20%.

Wraparound Care

There are 2 providers (1 day nursery and 1 independent school nursery unit) providing 45 Wraparound places for 3-4.5 year olds in Early Education.

There are 2 accredited Network Childminders providing 2 wraparound places for 3-4.5 year olds in Early Education.

Total wrap-around provision is 47 places (22%).

45 wrap-around group places

2 wrap-around childminding places

Devon's target for 2004-05 is 20%.

Early Education

There are 2 accredited network childminders, 3 pre-schools, 1 day nursery and 1 independent school nursery unit providing 172 early education places (110%). Devon's target for 2004-05 is 100% for early education places.

Q 5 How many Internet learning and access points are there within the town and/or villages?

Answer

Internet access facilities are available at the local town library or via the Dawlish community college which now has "Technology level" status. Broadband being made available to the area last year has enabled all households with access as required and is adequate for most private requirements. Business requirements can utilise higher capacity connection facilities eg. Satstream or megastream if necessary.

Q 6 Is there adequate provision of non-vocational courses locally?

Answer

Yes, courses and training sessions are guided by local demand from business, but also include a wide range of arts and craft courses to satisfy the hobby and leisure interest requirements.

Q 7 Is there a high number of school exclusions? (Identify levels and compare with other towns, if appropriate.) Information can be obtained from the Local Education Authority if individual schools.

????????????????????? waiting information from DCC
Identify if there is a problem in local schools.

COMMERCIAL AND INDUSTRIAL PROPERTY NEEDS (EC4)

These questions are aimed at finding out the basic data required to evaluate the commercial property needs in the local area. Housing is dealt with separately in Worksheet S2.

CORE QUESTIONS

Q 1 How much new commercial or industrial floorspace has been built or let in the last three years? (Identify how much and where new development has taken place.) This information may be available from the District Council or local property agents.

Identify business confidence in the local area.

Q 2 How much good quality office or industrial floorspace is vacant or on the market? (Identify how much and where vacant commercial property is.) This information will be available from local property agents, the District Council and from surveys of local employers.

Identify any over-provision of office and industrial units.

Q 3 Are there sufficient premises at affordable rents for new small businesses? (Look at number of smaller premises and find out rent levels.) This information should be available from the District Council and local property agents.

Identify how easy it is for small businesses to find affordable premises.

Q 4 Has there been an increase or decrease in the rents of industrial and commercial property in recent years? (Compare historical data on commercial rents.) The data may be available from the District Council Valuation Office or from local property agents. Note increased rents and yields denote greater demand for floorspace.

Q 5 Have vacancy levels for commercial properties increased or decreased in recent years? (Compare historical trends of vacancy levels in different age and size of premises.) This information can be sourced from the District Council and from local property agents.

Identify demand for, and gaps in, the provision of different types of commercial and industrial property by size and age.

Q 6 Are there any planned expansions of existing commercial and industrial firms? (Identify number of firms with commitments to expand and where they are located.) The information may be obtained by talking to local employers, Business Link and the Regional Development Agency.

Identify confidence in the local economy.

Q 7 Are there economic development and funding initiatives in place to assist incoming firms and the expansion of local firms? (Identify initiatives and their target audiences.) This information can be sourced from the District Council, Small Business Service and the Regional Development Agency. Identify if help is provided to attract investment to the area.

TOURISM AND VISITOR SERVICES (EC5)

Q 1 What are the main tourist or visitor attractions including festivals and events in the town or nearby?

Answer

Nature reserve, Water Fowl, Powderham Castle both for historic appeal and also for its concerts and Ideal Home Exhibition!. Steam Trains particularly with Brunel anniversary next year. Museum, Ashcombe adventure trail, Christmas market, carnival & air show, the fair and Open garden programme. Warren beaches, quaintness of town.

Q 2 How important is tourism related employment to the local economy?

Answer

Identify how reliant the local economy is on tourists and day visitors.

The employment figures for area greatly increase for summer period & are dramatically different to winter period. Employment in cafes & sundry shops, hotels, bed & breakfast show a steady increase from Easter to end of August. We rely heavily on the tourists to boost not only business development but employment.

Q 3 What is the range of tourist accommodation available in the area e.g. number of hotel beds by grade, bed and breakfast, youth hostels, caravan and, camping site pitches?

Answer

Very few hotels locally – plenty in Exeter/Torquay or further. Bed & breakfast, self catering flats, houses, chalets, caravans, Camping locally good choice of these.

Most around 3 rating. Self catering being most popular and families also booking sites with facilities when staying in caravans/tents/chalets.*

Bed Spaces Dawlish 2003 -

| | |
|---------------------------|--------------|
| <i>Serviced</i> | <i>420</i> |
| <i>Flats & Houses</i> | <i>290</i> |
| <i>Holiday park units</i> | <i>5700</i> |
| <i>Touring pitches</i> | <i>4350</i> |
| TOTAL | 10760 |

Identify the location of the facilities and any potential gaps in provision.

Tourist information answer as no stats – Dawlish could do with more accommodation due to over capacity in summer season, demand too high in Summer

Q 4 How many visitors come to the town or area and how long do they stay?

Answer

Local survey:-

| | |
|--------------------|--------------|
| Day trip | 42.1% |
| Overnight | 0.6% |
| 2-5 nights | 14% |
| 7 nights | 25.3% |
| More than 7 | 18% |

Q 5 How seasonal is the visitor activity?**Answer**

Very seasonal and short – Easter to end August.

Q 6 Is there a Tourist Information Centre in the town and how well used is it?**Answer**

Tourist Information Centre in Town.

Number of visitors to centre:-

| | |
|-------------|---------------|
| <i>2003</i> | <i>33,112</i> |
| <i>2004</i> | <i>29,121</i> |

Q 7 How much do visitors spend in the town or surrounding area? (Extract information on average visitor spending from visitor surveys.) This information can be obtained from Visitors Surveys, undertaken by Local Tourist Board.

Identify how important tourism spending is to the local economy.

Q 8 Is visitor activity concentrated in the town itself or does it take place in the surrounding countryside**Answer**

*No hard statistics, answer taken from Tourist Information staff
Dawlish beaches, Dartmoor, Torbay, Dawlish Warren Beaches, attractions in Torbay area or South Dartmoor area, Totnes and Dartmouth*

Q 9 Does the number, range and quality of visitor facilities e.g. accommodation, quality of restaurants match expectations and needs?**Answer**

From local visitor survey asking how they would rate their visit to Dawlish

| | |
|---------------------|--------------|
| <i>Excellent</i> | <i>34.3%</i> |
| <i>Good</i> | <i>52.8%</i> |
| <i>Satisfactory</i> | <i>11.2%</i> |

Identify need to improve or expand facilities.

Results from local visitor survey:-

What needs improving to make Dawlish a more appealing place to visit?

| | |
|------------------------------------|--------------|
| <i>Car parking</i> | <i>25.3%</i> |
| <i>More Entertainment for Kids</i> | <i>13.5%</i> |
| <i>Better Eating Places</i> | <i>5.6%</i> |
| <i>Cycling routes</i> | <i>3.9%</i> |
| <i>Walking routes</i> | <i>2.8%</i> |
| <i>Better Accommodation</i> | <i>2.2%</i> |

Q 10 Is there a visitors' guide or town trail? (Number of town guides available and how up to date they are, and their coverage.) This information can be sourced either from the Local Tourist Board or the Tourist Information Centre of the local Library.

Identify the types of guides currently available and the potential to increase/alter the selection to better promote the town.

Q 11 Does the town enter the 'Britain in Bloom' competition or the surrounding villages 'Best Kept Village'? The information may be available from the District Council or the Local Tourist Board.

Identify any attempts that have been made to improve the profile of the town through nationwide competitions.

Q 12 Are there any specialist tourism enterprises, such as language schools, conference centres?

Answer

Host Family Organisations during summer – foreign students live with a family and attend classes.

Conference facilities at Langstone Cliff. Hire of rooms at Manor

Dawlish Warren Golf Club hosts 'events'

Folk weekend in September – events at venues around Dawlish

Red arrows on Carnival Day

Leisure Centre – football & hockey pitches

Q 13 Is there adequate signing to visitor attractions and the town centre?

Answer

Signs in immediate vicinity of station non existent. Finger post on Tucks Plot with directions to Town Centre, Tourist information Centre, Lawn.

Finger post opposite amusements nr Tourist Info – sign to museum & beach

2 large mpas beside the brook (need updating)

Strand side top end of Lawn comprehensive finger post pointing to Tourist info, toilets, beach, manor gardens, museum, old town Street.

Along Alexander terrace signs to Museum, parish church & hospital.

Sign for Tourist Info. Barton Hill Car Park sign for Museum with small map. No signs from centre of town to Leisure Centre and playing fields

BUSINESS SUPPORT (EC6)

Q 1 Do the banks, financial institutions and other business support services offer a full range of business advice and support?

Answer

Banks supply the normal range of financial funding and support services for local businesses NO local dedicated business support service for either established businesses or for startup activities. Nearest Business link advisory centre is Plymouth. Grants/funding etc available depending on business type etc form various agencies.

Q 2 Does the town have a town centre manager, town centre forum or similar partnership organisation?

Answer

No town centre manager.

Q 3 Is there a presence of the following organisations in the town: Small Business Service, Business Links, Chambers of Trade or Commerce, Learning and Skills Council, Enterprise Agency?

Answer

No formal business advisory services currently exist within the town other than local Chamber of trade (some 50 members). A new local area marketing and business action group is currently being formed to specifically promote the Warren area as a 365 day tourist venue.

Q 4 What business support or initiatives have proved successful? (Draw out findings from monitoring of public sector funding initiatives.) The information may be available from the District Council, the Small Business Service or the Regional Development Agency.

???????????????????? information expected.

Identify examples of good practice.

Q 5 Are there regular events which have the potential to draw the business community together, e.g. trade fairs?

Answer

No regular events held locally

Q 6 What is the current and likely future demand for broadband (>2 MBs) communication services?

Answer

Broadband already available. Further details may be available in future business survey.

Assess the current demand for and usage of broadband communications (e.g. ISDN, ADSL, cable or wireless connections for data traffic). In particular:

- how many local businesses currently use broadband communications for external access in their private/corporate communications networks or for Internet access? What proportion is this of all businesses?
- how many local businesses currently have a demand for broadband communications which cannot be satisfied by existing facilities and services?
- how many public sector office/site locations currently have broadband communication facilities for external access? What proportion is this of all public sector office locations? How many offices/sites plan to be using broadband communications facilities in the future (by end of 2003) - procured through a regional/central arrangement?
- how many private homes have Internet access? How many private homes currently use broadband communications facilities? What proportions are these of all homes? Is their unsatisfied demand for broadband facilities for private homes? How is the demand for domestic access to broadband likely to change?
- how many businesses use e-mail over the Internet?
- how many businesses have a website address?
- how many businesses make purchases or sales over the Internet?
- how many businesses collaborate over the Internet with partner firms (cluster or supply chain relationships)?

Q 7 What is the current and likely future status of the supply of broadband technology (>2 MBs) communication services?

Answer

Multiple broadband service providers are now available, albeit utilising BT's communication network via reciprocal rental and leasing services. Access to high speed links is no longer a major issue. Businesses requiring 24/7 type high speed services can incorporate sufficient resilience into their network as required.

Q 8 Is there a Business Directory or website for the town, or any arrangement for networking local suppliers?

Answer

Local town council website already in existence Additional specific town site including relevant directories and reciprocal links to be created in near future. Support services for local business relies on internet access and traditional methods e.g bank yellow pages and trade organisations.

Q 9 Are there adequate business meeting and conference facilities locally?

Answer

Business conference facilities limited to a small number of local hotels and potential use of the community college facilities. No purpose built establishment available.

Q 10 What results have there been from any existing town centre management work?

Answer

None – no town manager

Q 11 How well used are the agencies such as Small Business Service, Business Links, Chambers of Trade or Commerce, Learning and Skills Council, Enterprise Agency? (Evaluate the number of enquiries in relation to the total number of

businesses.) This information can be sourced from the Register of Business Enquiries, the Business Directory and any District Council Business Surveys.
????????????????????????????????

Assess the level of use of the business advice services available.

Q 12 Is there a published strategy relating to the use of information technology?

Answer

No. The use of ICT is user dependent, and businesses have adequate facilities available to them through government sponsored or private enterprises that can advise or educate on the wide range of services, systems and strategies that can be utilised for particular business sectors. There is no current published IT strategy as with the introduction to wide area broadband driven network capabilities it is no longer relevant. The commercial interests of the resident businesses does not demand high level fully integrated corporate systems for manufacturing, supply chain or similar environments.

Assess how many public Internet access points there are, e.g. within a telecottage, electronic village hall, telecentre, library or school. What proportion of households have Internet access at home, work or school including other educational establishments?

SOCIAL AND COMMUNITY

POPULATION (S1)

Key

DCNE (Dawlish Central and North East)

DSW (Dawlish South West)

Q 1 What proportion of the total population live in the town as compared to the hinterland?

Answer

The total population of the MCTi Plan area is 12,815 split as follows:

- Dawlish Central and North East – 7,966
- Dawlish South West - 4,849

Q 2 What proportion of the population is of retirement age i.e. over 65/60?

Answer

| | Dawlish | Teignbridge | UK/Wales |
|--------------|----------------|--------------------|-----------------|
| 60-74 (DCNE) | 19.2 | 16.4 | 13.3 |
| 75+ | 13.8 | 11.1 | 7.6 |
| 60-74(DSW) | 19.4 | | |
| 75+ | <u>16.2</u> | | |
| Plan Area | <u>32.8%</u> | <u>27.5%</u> | <u>20.9%</u> |

Q 3 What proportion of the population is under 16?

Answer

| | Dawlish | Teignbridge | UK/Wales |
|-----------|----------------|--------------------|-----------------|
| DCNE | 16.5 | | |
| DWS | 16.8 | | |
| Plan Area | 16.65 | 18.6 | 20.2 |

Q 4 What proportion of the population have professional and managerial jobs?

Answer

Total number of people employed in DCNE = 3,030

Total number of people employed in DSW = 4,758

Total employed in the plan area = 7,758

Total number of people employed in managerial and professional jobs in the plan area 1,783

% of people in the plan area employed in professional and managerial jobs - 23%

% of people in Teignbridge area employed in professional and managerial jobs - 12.9%

% of people in GB employed in professional and managerial jobs - 13.3%

Q 5 What proportion of the population has semi-skilled manual and unskilled jobs?**Answer**

Total number of workers in the plan area in semi skilled/manual occupations - 856

% of workers in the plan area in semi skilled/manual occupations – 8.7%

% of workers in the Teignbridge area in semi skilled/manual occupations – 8.2%

% of workers in the UK in semi skilled/manual occupations – 8.7%

Q 6 What proportion of total households are elderly people living alone?**Answer**

| | | | |
|---------------------------|----------------|--------------------|-----------------|
| % Pensioners living alone | Dawlish | Teignbridge | UK/Wales |
| | 21.38% | 17% | 14.4% |

Q 7 Has the population of the town and hinterland grown or declined in the last ten years?**Answer**

| Population in Plan Area | | |
|-------------------------|---------------|--------------|
| 1981 | 1991 | 2001 |
| 8814 | 10,098 | 12,815 |
| | 14.57% growth | 26.9% growth |

HOUSING (S2)

Q 1 Does the housing needs survey give an accurate picture of housing needs for both the town and hinterland?

Answer

Teignbridge published a full Housing Needs Survey in March 2004 which indicated the number of applicants in each area of the district and anticipated social housing vacancies. Whilst this will need updating in due course it is fair to assume that it provides a reasonably accurate picture of demand. For Dawlish it identified 381 applicants of which 242 were defined as being "in need". Anticipated vacancies were 25 per annum leaving a shortfall of 217 homes in the first year.

Q 2 What types of houses/flats are currently available?

Answer

As far as affordable housing is concerned, information from TDC gives the total as 376 housing association units, of which 158 are sheltered flats.

Q 3 How much of new housing is being planned in your area, and of what type? Identify where and how much new housing is being planned.

Answer

Teignbridge does not have a current Local Plan but is in the process of drafting a Local Development Framework. Whilst there is a limited amount of small scale development in the pipeline (flats at Great Cliff on Marine Parade, for example) the main proposal for Dawlish is a large development on the north east edge of town on one of two identified sites. This is a politically contentious proposal with much local opposition. An application for 173 homes on the smaller site, of which 62 will be affordable, is currently under consideration.

Q 4 Is existing local housing, including affordable (social), in good condition?

Answer

NO not in good condition

Identify areas in need of maintenance and restoration.

Housing renewal strategy 2003 shows (appendix V) South East Teignbridge to have 9% unfit dwellings, 18% with fuel poverty, 12% serious hazard. 27% with substantial disrepair. (corresponds to Global Action)

The transfer of the Council stock to Teign Housing in 2004 was primarily to facilitate upgrading the properties to meet the Decent Homes Standard by 2010.

Q 5 Is local housing affordable?

Answer

It has become increasingly apparent that the SW region generally suffers from some of the biggest discrepancies between household income and housing costs. This has been recognized by the Government with a significant increase in both the value of grant and the proportion of the national pot being allocated to the region.

House prices in the region are now 9.5 times the average SW income. Figures quoted for Teignbridge only last week show the typical house costing £195,000 but an average salary of only £17,250 giving a ratio of 11.3 times income.

The Housing Needs Survey clearly shows a shortfall in affordable housing.

Q 6 Is homelessness a problem in the area?

Answer

The majority of homeless people are actually families or single people who are living with relatives and friends or in temporary accommodation. This means living in poor quality accommodation that is detrimental to their health and well being. (More Than a Roof March 2002) Not having a settled, secure and safe home is probably the most stressful situation anyone could find him/herself in. The majority of people who approach Teignbridge Council have found themselves in this unfortunate situation unexpectedly and through no fault of their own.

| DAWLISH | TOTAL ON REGISTER | TOTAL IN NEED | PROJECTED VACANCIES | SHORTFALL |
|-------------|-------------------|---------------|---------------------|-----------|
| | 381 | 242 | 25 | 217 |
| Teignbridge | 2744 | 1748 | 376 | 1372 |

Data and extracts from the TDC Homelessness Strategy and Housing Need data

Q 7 Does the local council give priority to a local connection for affordable housing, i.e. do local people have priority in accessing affordable housing?

Answer

TDC letting policy awards additional points for length of residency. This is district wide rather than specific to the immediate area (e.g. Dawlish). Housing Associations will either take all their tenants via Council nominations (in which case the same policy will apply) or where they do have their own waiting list this is unlikely to give any priority to local connection.

Q 8 Is supported housing available to those who need it through special units e.g. for the elderly?

Answer

As stated above, there are 158 sheltered flats in Dawlish and the Council do not perceive the need for additional provision other than a limited amount of homes providing extra care.

Q 9 Is there a significant level of second home ownership or holiday lets locally or in particular areas?

Answer

The Council holds information regarding empty properties for the purpose of awarding discount - we do not hold specific details relating to holiday/second homes.

According to the Council Tax records, there are 6,258 properties in the parish of Dawlish. 275 of these properties are indicated as unoccupied (i.e. no-ones main home) and furnished and could therefore be a second/holiday home. However, it should be remembered that this is not conclusive as there will be other reasons for this particular status, not just the fact that it's a holiday home. Housing department's unofficial view is that second homes are not a big issue in Dawlish.

Q 10 Is there a high level of vacancy or empty houses?**Answer**

The housing department does not perceive empty homes being a big issue in Dawlish. Across the district they are developing an Empty Homes Strategy aimed at bringing long term vacant homes back in to use.

Q 11 Are there opportunities to bring housing in the town centre, e.g. flats over shops, back into use?**Answer**

Most accommodation over shops is in residential use.

Q 12 Will the planned provision of affordable housing meet local need?**Answer**

No, draft local plan need was 340 units, but annual supply rate is less than 30. The key here, as identified at the Regeneration Group meetings, is that some form of large development such as that currently proposed at Shutterton Bridge is the only way that the shortfall of affordable housing for local people is likely to be addressed

Q 13 Where there is poor quality housing, is this being addressed by improvement/investment programmes?**Answer**

See response to Q4.

Q14 Where can people get legal advice on housing issues e.g. housing benefit, disrepair, improvements grants?**Answer**

Despite the transfer of its stock to Teign Housing, Teignbridge DC retains responsibility for providing housing advice and dealing with homelessness. Other sources of advice include housing associations and their regulator (the Housing Corporation), Shelter (which has a Devon office in Plymouth), Citizen Advice Bureaux, etc.

HEALTH AND PUBLIC SAFETY (S3)

Q 1 Do the ambulance, police and fire services meet their own response time targets?

Answer

Identify any shortfalls in services and check whether any future planned changes to service provision will improve response times.

Q 2 Does the number of doctors and dentists meet the appropriate standards?

Answer

There area:

- 2 doctor surgeries with 7 doctors in surgery,
- 3 dental practices with 5 dentists in surgeries (none taking new NHS patients)

Q 3 Are local mortality rates for heart disease, stroke, cancer, suicide and accidents high?

Answer

Identify where rates exceed the averages and ask whether future health service provision is being targeted in these areas.

Q 4 How easy is it for residents to get access to non-emergency hospital services as a user or visitor?

Answer

Hospital central Dawlish. Easy access for non emergency services. Minor injuries unit not now open after 8pm

Q 5 Are there adequate specialist clinics and out patient clinics available locally e.g. family planning, drugs and drink advice?

Answer

Adequately covered at surgery and hospital

Q 6 Is there adequate social and health care services available in the home (e.g. community nurses, health visitors, home helps etc.)?

Answer

Good selection of care provision provided.

Q 7 Is there a high incidence of crime?

Answer

(Levels of crime in Teignbridge April 2000 – March 2001

| | |
|--|------------|
| <i>Total number of offences recorded</i> | <i>569</i> |
| <i>Sexual offences</i> | <i>83</i> |
| <i>Robbery</i> | <i>15</i> |
| <i>Burglary from a dwelling</i> | <i>397</i> |
| <i>Theft of motor vehicle</i> | <i>221</i> |
| <i>Theft from motor vehicle</i> | <i>952</i> |

Q 8 Are there any crime prevention measures in place?

Identify any areas that would benefit from the introduction of crime prevention measures.

Q 9 Do background levels of noise, air quality and water quality meet or exceed national standards?**Answer**

Identify pollution black spots.

There are no national standards for noise, and we have not done a background survey to determine levels.

Private water supplies in the area meet the national standards, most of the time.

Air quality monitoring in Dawlish has shown elevated levels of nitrogen dioxide from traffic in parts of the town centre. Further monitoring is being undertaken to determine if the national standards are exceeded.

Q 10 Do the local health clinics, doctors and dentists operate mobile service units?

Identify areas covered by mobile units. Identify if there are any planned improvements to increase the coverage by mobile units.

Q 11 Is the fear of crime significantly worse than actual crime rates?

Identify any mismatch and look at where the District Council or local police authority is trying to address safety issues e.g. future plans for CCTV, maintenance of street lighting, increasing number of police officers on the street.

Q 12 Is there visible evidence of vandalism, unlit streets, litter or graffiti?

Identify areas that need improvement.

LOCAL GOVERNMENT AND COMMUNITY ORGANISATIONS (S4)

Q 1 Do local residents have direct access to the Town or Parish, the District and the County Council in the town?

Answer

Direct Access to Town council. District Council – no ‘one stop shop in the town. No longer able to make District Council payments at Manor House.

Surgeries – Lib Dems hold these occasionally, not aware of any Tory surgeries.

District & County Councillors – phone numbers widely available, therefore contactable by general public.

Same for Town Councillors.

Teignbridge & Devon Councils have good websites, but not everyone does/or wishes to use this method. Difficult to get to Forde House (Teignbridge District Council) if necessary

Q 2 Are a large number of local people involved in community activities?

Identify the level of community involvement.

Q 3 Do local people have an interest in national and local politics?

Answer

Formal turnout figures c/o Peter Mason Election Officer at TDC – very busy at moment.

Interest in local politics - very few people ever attend Town Council meetings except for planning which is often well attended. Public Speaking 3 mins is allowed.

All parties suffer from lack of younger activists – representative of age profile of Dawlish.

Q 4 Is there somebody who can help develop community involvement?

Answer

Devon County Council has a Community Strategy Officer – Caroline Rae is the Assistant Community strategy Officer for this district.

Teignbridge have a duty to Community Planning.

Quality Parish Councils also have a duty to help with capacity building.

Town Council Civic Amenities Committee has four co-opted members of the public. Town Councillors are involved with the District council in such areas as Homelessness and Discount card scheme.

Dawlish Volunteer Bureau is also involved in these review groups.

Q 5 Have community groups been influential in developing policies or strategies?

Q 6 Is the local community well represented on committees?

Answer

Teignbridge District Council is involved in community planning Lynn McElleron takes the lead. Jill Read is the Parishes officer. The new local development framework means that the planning department will also be heavily involved in the community planning scenario. The Dawlish Partnership forum executive committee draws its membership from all sectors

of the community; town Council, District Council, County Council, chamber of trade, youth groups residents association.

Q 7 Are there any active neighbourhood forums, residents or tenants associations?

Identify the level of community involvement in managing decisions about the management of their own environment.

Q 8 Have local people had the experience of being actively involved in community development?

Identify the level of experience people have of being involved in local decision-making.

Q 5 Have community groups been influential in developing policies or strategies?

Answer

Not much involvement in local decision making. DARE (dawlsh against ruining everything) have been influential.

Q 6 Is the local community well represented on committees? (Identify where there are local community representatives present on partnership committees, council committees or sub-committees.)

Identify where community representation is already successfully deployed.

Q 7 Are there any active neighbourhood forums, residents or tenants associations?

Answer

Tenants Association, Churchill Community Association,

Q 8 Have local people had the experience of being actively involved in community development?

Answer

See answer to question 5.

2002 consultation on local plan now superseded by local development framework.

SPORT, LEISURE AND OPEN SPACE (S5)

Q 1 Are local sports and leisure facilities in good condition and in demand? (Use the results of the user surveys and attitude surveys to highlight problems.) Individual sport groups will have a good idea of whether current facilities meet needs.

Identify areas for improvement and need for continued maintenance.

Q 2 Is there any unmet demand for specific sports or leisure facilities? (Use results of the user surveys and attitude surveys to highlight problems.) Individual sport group and facilities' managers will have a good idea of whether current facilities meet needs.

Identify any shortfalls and check whether any future planned changes will increase/decrease provision of these.

Q 3 Are local open spaces and parks for leisure and recreation as well as sport of a high quality? (Identify where the areas of open space are, including common land and local nature reserves, and find out what people like about the areas of open space, which are the most popular and attractive, how well used are they and what facilities they contain.) Use the results of the open space character assessment.

Identify areas for improvement and areas of value/quality that require continued maintenance and or protection.

Q 4 Are there any parks in the town and its hinterland? (Identify if these are country parks, historic parks or other types.) Information will be available from the district and county council.

Are these parks well-used? Do they have a range of facilities e.g. safe play areas, public toilets? Are these facilities well-maintained e.g. litter-free, without graffiti or vandalism?

Q 5 Are there any known threats of loss of open space and parks or closure of facilities due to either development proposals or reduction in budgets? (Identify any facilities or areas of open space under threat.) Look at development proposals in the Local Plan, current planning applications and contact private sector sports and leisure providers and the District Council to determine their future plans.

Identify future threats to sports and leisure facilities and provision of local open space.

Q 6 Are there adequate opportunities to pursue outdoor sporting activities?

Answer

There are a good number of outdoor activities. Dawlish & Dawlish Warren have golf from putting through to larger golf courses, Plus a large club at Haldon. There is walking from local guided walks at the Warren for bird watching to the coastal path which goes for miles towards the Jurassic coast & down towards Cornwall. There is a local ramblers group. Bikes can be hired from a large centre at Kenford. There is a rock climbing & caving centre at Chudleigh. Horse riding - Nearest stables are Ideford also at Newton Abbot, Chudleigh, Exeter & Dartmoor. Canoeing – Dartmoor, paintballing – dartmoor/ashcombe. Clay pigeon

shooting – ashcombe. Watersports – Torquay. Hawking – Dartmoor. Fishing local. Country parks & historic places of interest, activity centres – Ashcombe and throughout the area. Hockey dawlish, football, dawlish, Identify any shortfalls in facilities.

Rugby – Tegnmouth,

Q 7 Do many people have to travel outside the town to take part in certain sports?

Answer

As above – watersports – Torquay. Horse riding – Ideford, Canoeing – Dartmoor, Hawking Dartmoor, rock climbing – chudleigh,

*Identify which sporting activities are not catered for in the town.
Rugby, watersports, climbing,*

Q 8 What proportion of the eligible local population belongs to a sports or leisure club? (Compare membership of sports groups with the total population in appropriate age groups of the area.) Contact local sports clubs and sport and leisure facilities' managers.

Identify the level of community involvement in sport and leisure activities.

Q 9 Are there any residential areas which are over 400 metres from an area of open space? (Identify residential areas that are not close to areas of open space.) Open space is usually shown on the Local Plan proposals map and this can be used to measure distances to residential areas. Alternatively, the District Council may have undertaken an Open Space Assessment.

Identify residential areas which do not have easy access to open space.

Q 10 Does the provision of open space meet the National Playing Fields Association Standard of 2.4 hectares per 1000 population? (Compare area of formally designated open space with the NPFA standard.) The District Council should have information about open space in the town and whether it meets the national standard.

Identify any shortfall in provision.

Q 11 Which villages have village greens and/or recreation grounds?

Answer

Dawlish Warren has free open space on Warren. Cockwood has small playing field constructed on the Marsh for Primary School. Dawlish has The Lawn & Manor Gardens

Q 12 Is sufficient space allocated for allotments in the town and settlements in the surrounding countryside? Town and parish councils may be able to provide this information.

Identify if the allotments are in use and how many are under-used.

CULTURE AND HERITAGE (S6)

Q 1 Does the town have an adequate range of cultural facilities e.g. theatre, cinema, art gallery, museum or library?

Answer

Dawlish has a very popular, well run local theatre, The Shaftesbury, sometimes used for showing films. Nearest main cinemas are in Newton Abbot, Torquay & Exeter. Main art galleries are in Exeter and Torquay. Dawlish has a local art groups who regularly have exhibitions in various local venues. Dawlish has a very good museum which is updated regularly. Exeter museum is the nearest main museum & cultural centre. Dawlish has a very well equipped local library. Exeter is the nearest main library with access to a great variety of facilities.

Identify any obvious shortfalls or facilities.

Bingo, night club, casino, teenager & children's facilities especially for holidaymakers.

Q 2 Are there regular events which have the potential to draw the whole community together? .

Answer

Regular local events throughout the year.

Easter bonnet competition & several other events run by the Carnival Committee

May Day celebrations. Very large carnival and air show. Party in the Park and many other events organized by local organizations. Christmas market, powderham concerts, exhibitions, steam trains. Royal Shakespeare Company, Rowlands Fair,

Q 3 Does the local community have a mechanism to report and comment on local events and issues?

Answer

Yes, Dawlish Gazette (30p per copy) (office in Dawlish) and Dawlish Post some free distribution

Identify opportunities for local people to have a voice or whether there is a need to develop such a mechanism.

Use local paper to voice opinions. No community website

Q 4 Do town and rural communities have adequate community venues?

Answer

Holcombe, Dawlish Warren & Cockwood have village or parish halls.

Closure of Leonard Lamb Centre, Salvation Army Hall and (soon) Hamilton Hall raises an issue of displaced community groups being able to find appropriate alternative venues

Identify whether the quantity and quality of these facilities is sufficient.

Several venues, offering plenty of activities, all scattered around Dawlish. No community centre. A study into needs of older people commissioned by inter-agency forum found a need for a drop in & information centre was required centrally

Q 5 Does the area have any strong cultural associations such as famous people, events or literary links or any famous products?

Answer

Royal families in the past taking the air, Jane Austen, Charles Dickenson, Brunell Black Swans, Dawlish Carnival

Q 6 Are there strong historic associations with the area? (Identify any important battles that might have taken place, important historic ruins and monuments, historic houses and parkland.) Information on national historic sites can be obtained from English Heritage. In addition, the local history society will have a lot of useful information.

Answer

Historic Houses – Powderham & Luscombe. Pre-historic earth works ‘Castle Dyke’ in woods at top of Luscombe Hill. Close by site of pre war Haldon Air Field, construction by Brunel of the Great Western Railway route in the 1840’s.

Q 9 Are churches of all denominations active in the community? Are they well attended? Are they pro-active in helping to working with other groups and the local authorities on social issues?

Answer

St Gregory’s Church, St George, United Reformed, Dawlish Christian Fellowship, The Methodist, Salvation Army, Baptist Church, The Society of Friends, St Agatha’s Roman Catholic Church, Bethal Community Church (Baptist)

Identify if the aspirations of the community are met by the role played by churches.

The Methodist church has groups from Slimming World & Homestart each week & about to open a drop in centre. The United Reform church holds daily sessions for TAP & Surestart use for other organisations. The Christian Fellowship has Dawlish disability Fellowship meetings. The Parish church has youth leaders who do work with the community College. The Bethel Church is based at the Community College & the Teignbridge Project (do their outreach work on Friday nights with youths on the lawn.

TRANSPORT AND ACCESSIBILITY

EASE OF TRAVEL TO AND FROM THE LOCAL AREA (T1)

Q 1 What is the distance to a national network of dual carriageway roads from the town and the least and most accessible villages?

Answer

Q1 Dual Carriageways = 5 miles to Ashcombe, 10 Miles to Matford Exeter.

Accessible villages,

Most Starcross, Holcombe, Cockwood.

Least Ashcombe, Mamhead

Q 2 What is the distance and average travel time by car to nearest large town, from the town itself and from the most and least accessible village within the surrounding countryside?

Answer

Distance to nearest town:

From Dawlish to Newton Abbot

10miles/ 20 minutes

“ Dawlish to Exeter

13 Miles/ 30mins

“ Starcross to Exeter

7miles, 20minutes

“ Ashcombe/ Mamhead to Exeter or Newton Abbot

8 miles, 20 minutes

“ Holcombe to Newton Abbot

9 miles 20 minutes

Q 3 What improvements are planned for the local/regional highway network in your area?

Answer

No improvements to the highway network are planned (please see local Transport Plan which I sent you by post which shows what DCC are in the process of completing)

Schemes to be delivered in 2005/06 for Teignmouth and Dawlish are as follows;

Dawlish

A379 Teignmouth Road / Coronation Avenue improvement (Casualty & Severity Reduction Scheme)

Dawlish Warren Bus Shelter (Local Integrated Transport Scheme)

Oak Hill - New Footway (Section 106)

Teignmouth

Exeter Road Stage 2, 30mph road markings (Local Integrated Transport Scheme)

Northumberland Place (Urban Renewal Scheme) Martin, I've included this here in case you want to include it in the Teignmouth work.

NB. There is also an environmental assessment being carried out for the National Cycle Network (NCN2); Dawlish to Teignmouth

Q 4 How far is the train station from the town centre by foot, bicycle, taxi and bus? This information can be found from local maps.

Answer

The station is located in the town centre area a couple of minutes from central shops and services.

Identify how long it takes to get from the railway station to the town centre. Is the walking/cycling route attractive and safe?

The route from the station up to the town along Brunswick Place is reasonably OK but the route down through The Strand is hazardous for cyclists and footpaths are too narrow for pedestrians (especially with prams / wheelchairs). Cyclists must cross against the flow of traffic which is dangerous. The station forecourt area across to Stewarts is not particularly safe or attractive.

Q 5 Is the main bus station or main concentration of bus termini in the town centre? This information can be found in the Local Transport Plan, or by undertaking a quick survey.

Answer

There is no bus station but buses stop within the town.

Q 6 Is it convenient to change between train and coach and/or bus services, i.e. is it easy to walk into town or is there a bus service that connects with the trains? Identify if it is easy to change between train and coach and/or bus services.

Answer

Train and bus interchanges are convenient. There are reasonable connection times.

Identify if it is easy to change between train and coach and/or bus services.

Yes

Q 7 What is the frequency of rail services

Answer

Trains run at least hourly, sometimes half-hourly between Dawlish and Exeter, and Dawlish – Teignmouth / Torquay. Commuters occasionally face long waits or must leave early when services are only hourly.

Identify the ease of access by rail to other towns and cities. Are there closed railway lines? Are there plans to re-open these?

There are frequent direct services from Dawlish to London Paddington / Waterloo especially in the summer months. Trains north to Bristol and Birmingham usually involve a change at Exeter although there are direct services.

Q 8 What is the travel time to the nearest large town by bus/coach/train, from the town and from villages in the surrounding countryside?

Answer

Dawlish – Exeter 45 minute bus journey. Buses run every 15 minutes during the day on the 85 / 85A service. Dawlish – Exeter train journey 20 – 30 minutes.

Identify how long it takes to get to the nearest city by public transport or whether it is possible at all. Are these public transport links good, adequate or poor according to local need? Do these services provide for wheelchairs and baby buggies? Do they provide cycle racks so bike riders can access the countryside?

Public transport links are reasonably good. Wheelchair access is limited on the train by poor access at Dawlish station and by the type of bus used (non wheelchair – friendly). Bike racks are very limited on the trains although ‘Intercity’ type trains have multiple spaces available.

Q 9 What is the number of national coach services per day? This information will be available from the national coach operators.

Answer

National Express services run once daily from Dawlish to London and back (departing Dawlish at 0750 at London at 1430). Services also run north but customers must change at Bristol.

Q 10 What improvements are planned for the public transport infrastructure and public transport services in your area?

Answer

On services 85/85A the next change to timetables will occur on 29 May when the summer timetable is introduced. This will involve slightly increased running time to improve reliability. The usual 15 minute service through Dawlish on Monday to Saturday daytime, 30 minutes Summer Sunday daytime, and daily hourly evening service will continue. The next change after that will be the introduction of the winter timetable from 25 September when the Sunday daytime service is reduced to hourly. These changes are in line with previous years.

There are no plans to make any changes to the 186 timetable while the 170 will be reintroduced from the 29 May until 18 September for the summer season as part of the Sunday Rover network.

Q 11 Is it as quick and easy to travel to the nearest large town by public transport as it is by car?

Answer

The journey from Dawlish to Exeter takes approx 35 minutes by car and 45 minutes by bus. The train is quickest at 15 - 20 minutes for a non-stopping service. Cockwood and Holcombe are served by the 85 and 85A bus taking 15 minutes from Cockwood to Dawlish and 4 minutes from Holcombe to Dawlish. The journey to Exeter is around 35 minutes.

Q 12 Are there cycle or walking routes between towns and villages?

Answer

There are no dedicated cycle routes. The coastal path runs up through to the villages but between Cockwood and the Warren there are no footpaths and difficult access for pedestrians.

EASE OF ACCESS TO SERVICES (T2)

Q 1 Are bus and train times from outlying villages to the town convenient for travelling to work and children going to school?

Answer

People from Cockwood and Holcombe are able to travel in to Dawlish on public transport or on school buses. There are no dedicated cycle routes.

Identify areas where people find it difficult to get to work or school by public transport.

There is little or no public transport to several areas where industry and consequently jobs, are located including Marsh Barton Estate in Exeter and Heathfield Estate near Newton Abbot. Most people who live in Dawlish work outside the of town.

Q 2 Are there any planned changes to rural public transport services?

Answer

The Wessex Trains franchise is due to be replaced soon with the wider Great Western area franchise???

Q 3 Is public transport accessible to the mobility impaired?

Answer

There are no buses with low-boarding wheelchair access in the area. Dawlish train station can be inaccessible depending on time of travel. Passengers heading west on Platform 2 must rely on staff to wheel them across the track. Outside staff hours (which are limited – one member of platform staff only) there is no wheelchair access. Wheelchair passengers must also face the ordeal of the ramp to get them on and off the train.

Identify where people with mobility impairments are disadvantaged in using public transport.

See above.

Q 4 Are there special public and private transport services e.g. bus, taxi, or alternative community or voluntary transport catering for people who are mobility-impaired?

Answer

There is East Teignbridge Community Transport based in Dawlish who can provide transport for disabled people they also operate a Ring & Ride service from Dawlish into Newton Abbot on a Monday, on Wednesday they alternate between Newton Abbot and exeter, on Thursday its Teignmouth and on Friday they go to Exeter. The same group also operate a Shopmobility scheme so disabled people can access the shops fairly easily in Dawlish. In terms of public transport the train station has very poor access for disabled people on Platform 1 (southbound). Basically to access Platform 1 you need to go up a flight of stairs, across a bridge and down more stairs. There is no lift so wheelchair users need to arrange to be escorted across the train track by a member of staff. Unfortunately the staion is only staffed part time so this causes problems and the current situation is that if someone wants to go south when the station is unstaffed, they have to travel to Teignmouth and get on there. Similarly if someone is arriving at Dawlish from the north, London etc then they have to arrange in advance to have a member of staff meet them and escort them across the line.

Again if there is no one available then the passenger has to continue their journey to Teignmouth and then get a cab back to Dawlish.

There are 2 bus routes operating in Dawlish. The Dawlish Shopper bus is a town bus which is not accessible for wheelchair users. The 85 and 85A which runs through Dawlish to Newton Abbot, Torquay and back to Exeter is generally not accessible by wheelchair. The bus routes in Dawlish are not run with low floor vehicles unless that is the only type available. Obviously this service cannot be relied on

Q 5 Is information on public transport easy to obtain?

Answer

Information is reasonably easy to obtain. The quickest way to link up multi-modal transport is to use Traveline (tel 0870 608 2608). They also have a website. Local shopper bus services run by Dawlish Coaches need to be more widely advertised as only locals are aware of the services. They also seem extremely reluctant to divulge any information by telephone (even when and where its own services run!) Railway information is available on 08457 484950 or on www.nationalrail.co.uk. Timetables are available at the station although the location of the train running information boards is not ideal – passengers often do not know they can be found behind windows where they have been moved due to vandalism.

Q 6 How many public services are available on-line and where can they be accessed?

Answer

All public services are now available online. They can only be accessed at the library as the internet café has now closed.

Q 7 Do buses travel right into the town centre?

Answer

The local shopper bus (186) travels right into the town centre.

Identify if there is a need to relocate bus stops to bring them closer to the town centre.

There is no need to relocate but there is a need to locate where the actual stops are.

Q 8 How easy is it to get to health, education, cultural and retail services by public transport? Pick three rural settlements which have poor, adequate and good public transport links. For each settlement find out how easy it is to get to the hospital, secondary school, job centre, supermarket, library, leisure/sports centre and cinema. Describe the journey in terms of:

- journey time including waiting time
- directness of service or number of changes
- number of different types of transport used
- timetabling difficulties i.e. when the journey can not be made.

Answer

Most health, education, cultural and retail services are located within the town (although the school is on the outskirts).

1. Dawlish Water – poor transport links
2. Cockwood – adequate transport links
3. Dawlish Warren – good transport links

Access time (minutes) from residential areas of Dawlish to services in Dawlish by Public Transport:

| Location/ Facility | Hospital | School | Jobcentre | Supermarket | Library | Leisure Centre | Cinema |
|--------------------|----------|--------|-----------|-------------|---------|----------------|--------|
| Dawlish Water | None | | N/A | N/A | N/A | N/A | N/A |
| Cockwood | 25+ | 20 | N/A | 20 | 20 | 15 | N/A |
| Dawlish Warren | 20 | 15 | N/A | 15 | 15 | 15 | N/A |

| Location | Journey time to public services in the town | Directness of service / no. of changes | No. of different types of transport used | Timetabling difficulties |
|----------------|---|--|--|--------------------------|
| Dawlish Water | None | N/A | Car / bike only | N/A |
| Cockwood | 15 | 1 change for hospital / L.C. | Bus only | Late evening / Sundays |
| Dawlish Warren | 10 | 1 change for hospital / L.C. | Train or bus | Nights / Sundays/winter |

Q 9 How easy is it to get to health, education, cultural and retail services by car?

Answer

Access time (minutes) from residential areas of Dawlish to services in the town by car:

| Location/ Facility | Hospital | School | Jobcentre* | Supermarket | Library | Leisure Centre | Cinema |
|--------------------|----------|--------|------------|-------------|---------|----------------|--------|
| Dawlish Water | 5 | 10 | N/A | 5 | 5 | 10 | N/A |
| Cockwood | 15 | 10 | N/A | 10 | 10 | 10 | N/A |
| Dawlish Warren | 10 | 5 | N/A | 10 | 10 | 5 | N/A |

* Nearest job centre / cinema in Newton Abbot approx 25-30 minutes by car

Residents of Dawlish Water would be unable to access services by public transport. Cockwood residents would find it difficult to access railway services. Holcombe residents must cross the main road to access services into Teignmouth.

Q 10 What time is the last Friday or Saturday night bus service from the town to villages in the surrounding countryside?

Answer

The last bus service is 2320 from Exeter back to Holcombe and Dawlish so night life is possible.

EASE OF MOVEMENT AROUND THE TOWN (T3)

Q 1 Are there any seriously congested junctions or parts of the local road network?

Answer

The Strand is very congested especially in the summer months when tourists are looking for parking spaces. Loading and unloading also causes problems as traffic queues build up behind. Tuck's Plot also gets jammed with traffic waiting for traffic lights.

Q 2 Have there been many road traffic accidents involving pedestrian and cyclists at key locations in the town?

Answer

No

Identify accident 'black spots' and hence the need to introduce safety measures to protect pedestrians and cyclists, such as segregated footpaths and cycle paths.

Cofton Farm corner. (Footpaths and cycle paths would not apply).

Q 3 Are there any particular locations, e.g. shopping streets, where there is conflict between pedestrians and cars, buses or heavy vehicles?

Answer

The Strand and Queen St.

Q 4 Where are the short and long-term car parks, coach parks and disabled parking spaces, and how well used are they?

Answer

Sandy Lane coach park and car park..

Barton Hill car park (48 hours). 291 spaces

Railway station car park (65 spaces).

The Strand (shoppers car park) – short term (2 hours) – 30 spaces

Dawlish Warren (inner) – 48 hours – 1207 spaces

Dawlish Warren (outer) – 48 hours – 413 spaces

Coronation Road – 48 hours

Churchill Avenue – 48 hours

Playing Fields – 48 hours – 99 spaces

Disabled spaces:

Brunswick Place (1 bay)

High St – 2 hrs max

Hospital Hill

Marine Parade (2 bays)

Strand – 2 hrs max (8 bays)

Charges:

Brunswick Place ½ hour 15p, 1 hour 30p, 1.5 hours 50p, 2 hours £2.00

One disabled parking bay outside 20 Brunswick Place.

Q 5 How well used are the on and off-street car and coach parks?**Answer**

Barton Hill car park is underused in winter, full in summer. There is a shortage of parking spaces particularly acute in the summer months.

Q 6 How many public buildings and shops have disabled access?**Answer**

Some of the shops and services in the town have little or no disabled access (eg HSBC, Opticians). There is a major problem with narrow footpaths throughout the town which makes it very difficult for those who are wheelchair bound.

Q 7 Are the majority of disabled parking places within 250 meters of the main focal points of the town centre e.g. the main shopping area?**Answer**

Yes. The majority of disabled parking spaces are near the main focal points of the town. Except the width of footpaths, there is easy access to main focal points in the town with plenty of dropped kerbs. Ratio is 1 in 8 spaces are disabled. (12%)

Identify availability of disabled parking also making reference to any shop mobility scheme.

No disabled bays at the end of Brunswick Place near the Shop Mobility Buggies.

Q 8 Can buses move freely throughout the town centre?**Answer**

The 186 service can move through the town.

Q 9 Are there any traffic management measures in place?**Answer**

Yes,

Dawlish Warren has speed humps and speeds restrictions. However no spaces left for cycles to pass between hump and pavements. Some humps too high prohibiting lower suspension buses with disabled access from being on this route.

The Strand had some attempt at calming by bringing in the pavements at crossing points. This however has lead to major congestion and hold ups.

Q 10 Are the main shopping streets in the town centre pedestrianised or with pedestrian priority measures?

Identify the extent of pedestrian priority in the town centre and opportunities to extend this.

Answer

No

Q 11 Where are the main foot and cyclepaths within the town?**Answer**

See questions 19

Q 12 Is it easy to find your way around town? (Using signposts only is it easy to find the way from e.g. the short-stay car park, train station and bus station to the main shopping street, library, the tourist information centre, both as a pedestrian and as a car user?) This is best tested in person and by surveying visitors to the town. There may also be information contained in the Visitor Surveys conducted by the local Tourist Board to inform this.

Identify where signage needs to be improved.

A. Signage in the town is inadequate.....

Q 13 Are the pavements in good condition and are there dropped kerbs at crossing points?

Answer

Pavements, are generally in a poor condition, cracked kerbs and uneven joints. The exception is Brunswick Place which had the pavements done last year.

Many paths are too narrow. The Strand should be made wider the whole length on the shop side, parts of Brunswick Place, Queen Street and High St should be made wider in places.

Q 14 Is there a shop mobility scheme?

Answer

Shop Mobility scheme is in operation from the old Post Office building in Brunswick Place. This is open from 10am - 5pm Mon - Sat and 11am - 4pm on a Sunday. 3 motor wheelchairs, 3 wheel chairs. (However there is no disabled parking bays near this location)

Q 15 Do the majority of pedestrian crossings have tactile markings and audible warnings, i.e. pelican crossings?

Answer

All the light controlled crossings have tactile markings and so does the Zebra crossing. None of the light crossings have audible warnings.

There is 1 Zebra crossing and 6 Puffin crossings in the town centre.

Q 16 Is there secure cycle parking at convenient locations throughout the town e.g. at the railway station, in the main shopping areas, at the bus station, at schools?

Answer

No secure cycle parking in the town.

Q 17 Are the majority of short-term parking places within 400 meters of the main shopping area? This information can be gained from doing a car park survey. The easiest method is to set out the 400 meters area on a map and mark on the car parks. Identify availability of shoppers parking.

Answer

Yes short term spaces are within 400 metres of main shopping areas.

The shoppers' car park is at the top of the Strand which is the main shopping street.

Q 18 Do buses experience delays or unreliability as a result of traffic conditions and/or traffic management measures in the town?

Answer

Inter town buses do not experience major disruptions in the town. However the town bus can be delayed by traffic congestion around the town.

Only things that can improve the use of Public transport would be a reduction in fares.

Q 19 Are there dedicated/segregated cycle routes linking residential areas to the town centre and to local schools?

Answer

There are no cycle routes connecting residential areas with town or schools however there are two partially segregated cycle routes in Dawlish.

The first is the route from Dawlish Warren to (almost) Dawlish town centre. Dawlish Warren is not a main centre of population though and the route passes on the other side of a busy main road on to the road that contains Dawlish Community College. The route crosses five minor junctions at entrances to petrol station shops and minor roads. Journey time is about 10-15 minutes. There is no lighting in the first dedicated part of the route. This route falls short of an entrance to the main town and leaves the cyclist to negotiate a particularly dangerous junction with no crossing points. When in the main town there are no facilities for cyclists to park their cycles. There were parking places on the Lawn but cyclists are not allowed to cycle here!!! The next nearest point is the station where there are 2 spaces for cycles to lock their cycles to.

The second route is from the Shutterton Bridge/Littleweek Lane to Gatehouse/Stockton Hill - 'a very, very steep hill... This route is mainly dedicated with no segregation or dedicated path in parts. To go to Gatehouse School or Dawlish Community College there are no Roads to cross but Elm Grove Road would need to be crossed on the return journey. A busy and dangerous road at school start/finish times. Travel time is about 10 mins. It is shorter than 2 miles. In the main it is unlit. To carry on to the town along this route is a little dangerous as the incline on Stockton Hill is very steep and narrow with many cars zooming up it at 40mph plus. A dangerous speed on a single width unlit road.

Both these routes are from the east of Dawlish. There are no dedicated routes from the West and I could not recommend the use of these roads to child cyclists.

In short these routes are far from ideal and seem to have been introduced as the bare minimum to keep up with government legislation/agenda 21 and for the smallest possible cost to the budget. With a little more thought and effort they could be improved.

Areas where the facilities need to be improved for cyclists:

1 .The section of the Sustrans route from Dawlish all the way to Exeter should be the first priority. It would greatly encourage cycle tourism to the area and discourage auto tourism, so relieving traffic tensions in and around Dawlish town. This would stimulate the number of visitors to a new tourist attraction in the area where it will be used most. (We have the highest no. of holiday visitors in Teignbridge). This in turn will help regenerate the Dawlish retail economy and make it a more desirable place to visit, stay or live. I cannot stress enough the importance of this path. It has already been surveyed and approved and is scheduled for completion in 2012. This is far too late and moves must be made to bring

completion forward.

2. There should be a massive increase in the no. of cycle parking spaces in and around town and at car parks.

3. There should be an increase in the facilities to park cycles and park them securely at schools for the over 11's. The current figure is approx 25. Some of these spaces have nowhere to secure cycles to. The current head of the community college asked me if cycling was just 'a passing phase'!

4. There should be an increase in the no. of cycle parking spaces at the Dawlish railway station and some should be secure.

5. Signage should be improved to inform of the existence of these routes to locals and non-locals.

6. There is great potential for more segregated cycle routes in Dawlish to enable local shopping without the car.

Q 20 How easy is to walk to/from school?

Answer

It is easy to walk to any of the schools in the Dawlish Area. From any residential point there would be no Main Roads to cross and there are no dedicated crossing points or assistance. Most areas are within 5- 20 minutes of the Community College, and 5 - 15 minutes to the Primary schools.

All routes are lit and there are no routes that go through isolated or un-populated areas.