

Equality Impact and Needs Assessment

Mid Devon District Council Planning and Regeneration

Equality Impact and Needs Assessment

Allocations and Infrastructure Development Plan Document

A) Description

Name of service, function, policy (or other) being assessed

Allocations and Infrastructure Development Plan Document

Directorate or organisation responsible (and service, if it is a policy)

Forward Planning and Conservation, Planning Service

Date of assessment (DD/MM/YY)

June 2009

Date next assessment due (3 years)

At next review of DPD.

Names and/or job titles of people carrying out the assessment

Simon Thornley, Senior Planning Officer

Accountable person (e.g. Head of Service)

Jonathan Guscott

Date EINA Form approved by accountable person (e.g. Head of Service)

1. What are the aims or main purpose of the service, function or policy?
What does it provide and how does it provide it?

The Allocations and Infrastructure Development Plan Document is a statutory town planning document. It seeks to implement the vision and spatial strategy of the Mid Devon Core Strategy, and to conform with the Regional Spatial Strategy and national statements of planning policy.

The Core Strategy vision for Mid Devon is:

Mid Devon will be a prosperous and sustainable rural district, where individuals, families and communities can flourish as a result of access to good quality local employment, housing and services and clean, green, safe environment;

Local communities and private, public and voluntary organisations will

work in partnership to meet social and economic needs in ways that enhance the environment and reduce the area's carbon footprint; High quality development in the right places will bring regeneration, social and economic benefits and enhance towns, villages and countryside while promoting sustainable use of energy and other resources and tackling the causes and effects of climate change.

This is supported by the Core Strategy's spatial strategy which seeks to manage development to:

Increase the self-sufficiency of the district as a whole and the settlements within it;

Increase growth in economic activity;

Guide development to the most sustainable locations, improving the balance of housing, employment, facilities and other uses within towns, villages, neighbourhoods and rural areas;

Reduce the need to travel by car, increasing the potential of public transport, cycling and walking;

Reduce carbon emissions in support of regional and national targets; and Promote social inclusion and reduce inequalities by enhancing access for all to employment, services and housing.

The function of the Allocations and Infrastructure Development Plan Document is to help to achieve this vision and strategy, by allocating land for development and including policies for infrastructure provision to the year 2026. It acts as guidance for decision making on planning applications, as a basis for decisions by infrastructure providers and to give developers certainty over their investment decisions. In so doing, it seeks to guide the location, form and mix of development within Mid Devon.

The document allocates sites with a capacity of about 5000 dwellings (including 1500 affordable dwellings and 23 gypsy and traveller pitches), 230,000 square metres of employment floorspace and 3000 square metres of retail floorspace. Policies are included to ensure that development contributes to transport, educational, recreational and other infrastructure.

The Development Plan Document is prepared by the Forward Planning Team within the Planning and Regeneration Service and is subject to agreement by Planning Committee and Council. It is a result of evidence gathering and analysis, consultation with external and internal expert organisations, public consultation and professional judgement.

2. Location or any other relevant information

The document will be placed on the Council's website, together with supporting documentation, and be available to purchase or view at various public locations.

3. List any key policies or procedures to be reviewed as part of this assessment.

The Allocations and Infrastructure Development Plan Document as a whole is assessed, before publication. The document is a new document, but will supersede large parts of the current Mid Devon Local Plan.

4. Who is intended to benefit from the service, function or policy?

The aim of the policy is that current and future inhabitants of Mid Devon benefit as a whole from social and economic progress and environmental protection and enhancement.

5. Who are the stakeholders? What is their interest?

The stakeholders are:
 Householders - availability of new housing.
 Workers - availability of additional employment.
 Residents - provision of new or improved infrastructure, attractive local environment.
 All – avoidance, mitigation and adaptation to climate change.

6. Are there any concerns at this stage which indicate the possibility of inequalities/negative impacts? For example: complaints, comments, research, outcomes of a scrutiny review. Please describe:

Gypsy and Traveller pitches – unmet need, objections to proposals.
 Affordable housing – unmet need, objections to proposals.
 Out – commuting, low jobs density, rising unemployment, deprivation, objections to employment proposals in Tiverton.
 Comments on road safety impacts of development sites.
 Devon CC responses – education, transport, youth service.
 Key issues raised in objections – any relevant?

B) Relevance

Select **all** that apply:

7. Front line service or facility for people.
 8. Discretion is exercised, or potential for people to experience different treatment or level of satisfaction with the service.
 9. Employment policy – where discretion is not exercised.
 10. Employment policy – where discretion is exercised (e.g. recruitment or disciplinary process).
 11. Concerns at a local, regional or national

		Scale of relevance	
<input type="checkbox"/>	Low	Medium	Section C applies
<input type="checkbox"/>	Medium		
<input type="checkbox"/>	High	High	Sections C & E apply
<input type="checkbox"/>	High		

level of discrimination/inequalities.			
12. Major change such as the closure, removal or transfer of a service/provision.		High	
13. Community and regeneration strategies, local area agreements and organisational or directorate/partnership strategies/plans.	X	High	

(Note: if not relevant, do not complete this form)

Mark 'X' to confirm which strands are relevant to the review:

Age	X	Disability	X
Gender (men and women)	X	Race/ethnicity	X
Trans-gender	X	Religion/belief	X
Sexual orientation	X	Other (state below)	X

Any other (such as Human Rights, people on low incomes and specific sub-strands requiring particular focus such as Travellers and Gypsies, Deaf people):

Socio economic factors
low incomes, housing affordability, employment, education, car ownership.

Human Rights issues
family life, property, education.

Strands
Age: young, elderly.
Gender: caring responsibilities, crime.
Race/ethnicity: gypsies and travellers.

C) Information

14 What information (monitoring or consultation data) have you got and what is it telling you? *Required where relevance is Medium or High.*

Age
The population of Mid Devon in 2007 was 75,900, 24% age 0-19, 50% age 20-59 and 26% over age 60.

Car ownership data
17% of households in 2001 had no car.

Provision of public transport
Mid Devon is a rural area, containing 4 market towns of varying sizes, 21 defined villages and many other smaller settlements. The market towns and 19 of the villages have daily bus services, but two villages have weekly services. Many locations have no provision at all.

Housing need
The Exeter Housing Market Assessment set out the need for housing, including affordable housing, for Mid Devon. A need for 223 affordable dwellings per year was forecast. In 2007/8 110 affordable houses were

completed. A need for 39 pitches for Gypsy and Travellers was forecast in the Gypsy and Traveller Assessment.

Provision of employment

Employment commuting data from the 2001 Census showed 3% Public Transport, 65.6% Private (car, taxi, motorbike, car passenger), 14.3% Foot/Cycle.

The Core Strategy seeks to provide an additional 17,300 jobs, requiring the provision of 300,000 square metres of employment floorspace.

Local salaries data – In 2007 Average Gross weekly pay for area £379.20, hourly rate £9.36. This compares to £433.40 per week / £10.77 per hour in the South West.

Open space provision and access - £68,048 expenditure on public open spaces in 2007/08.

D) Assessment

15 Describe any NEGATIVE impacts (actual or potential):

Strand/community	Impact (<i>how they may be affected</i>). Include assessment of risk (likelihood and severity).
Age	Potential for shortage of education, open space and youth provision, impacting on young. Potential for shortage of health provision impacting on elderly. Potential for increased traffic on roads causing road safety issues impacting on young and elderly. Potential for shortage of public transport provision impacting on young and elderly. Potential for shortage of cycling and pedestrian facilities impacting on young.
Gender	As women are the primary child carers, impact on young is likely also to impact most on women.
Disability	Potential to create environments more difficult for physically disabled users to access.
Human Rights	Potential impact on existing properties of new development or infrastructure. Potential shortage of education provision.

16 Describe any POSITIVE impacts:

Strand/community	Impact (<i>how they may be affected</i>)
Age	New housing will be close to existing or proposed schools, impacting on young. Potential for development to contribute to expanding schools where needed, impacting on young.

	<p>Most new housing will be in the same settlement as a hospital and GP services, impacting on the elderly.</p> <p>Potential for development to contribute to enhancements to health, impacting on the elderly.</p> <p>Potential for developments to enhance road safety by providing relieved roads, road safety works and appropriate design, impacting on the young and elderly.</p> <p>Development will be in settlements with at least daily public transport provision, and some services within walking distance, the majority being in towns with good provision, benefiting the elderly and young.</p> <p>Potential for development to contribute to enhancing public transport, walking and cycling, benefiting the elderly and young.</p>
Gender	As women are the primary child carers, impact on young is likely also to impact on women.
Disability	Potential to create environments which are accessible to physically disabled people, particularly in larger scale new developments.
Race/ethnicity	Provision of sufficient gypsy and traveller sites to meet the level of defined need.
Social factors	Provision of affordable housing providing for people on low incomes currently without housing. Provision of increased local employment giving greater choice in the local area, particularly benefiting those unemployed or on low incomes. Improvements to public transport, cycling and walking facilities and concentration of development where these are available will benefit those without cars.
Human Rights	Provision of new schools and improvements to existing schools increases access to education. Provision of new houses increases access to property and family life.

17 Provide any information about NEUTRAL impacts that have been identified (there is neither a positive or negative impact):

Strand/community	Why there is 'no differential impact'
Transgender	No impact from physical environment.
Sexual Orientation	No impact from physical environment.
Religion/belief	No impact from physical environment.

E) Consultation

18 Did you carry out any consultations? *Required where relevance is High.*

YES

19 Who was consulted? Include your findings in 15, 16 and 17 above.

Widespread consultation on earlier versions of the Development Plan Document in preparation, from July 2007 onwards.

20 Describe other research, studies or information used to assist with the assessment and include your findings above:

Census 2001
Annual Monitoring Report
Rural Services Monitoring
Exeter Housing Market Assessment
Regional Spatial Strategy
Mid Devon Core Strategy

F) Conclusions

	Action/objective/target OR Justification	Resources required	Timescale	I/R/S
a)	Policies within the DPD to ensure that sufficient health, educational, youth and recreational/open space infrastructure is provided with or close to new development, including the use of Community Infrastructure Levy.	Officer time.	August 2009	R
b)	Policies within the DPD to ensure that new development is linked to public transport, cycling and walking networks where possible, and contains networks within.	Officer time.	August 2009	R
c)	Allocations within the DPD to make appropriate enhancements to road safety, and if possible lead to improved conditions.	Officer time.	August 2009	R

d)	Existing planning policies ensure disabled access is a design consideration, so no need for specific criteria in this DPD.	Officer time.	August 2009	R
e)	Allocations within the DPD to include measures where possible to ensure continued privacy and family life in existing dwellings.	Officer time.	August 2009	R
f)	Ensure the DPD contains sufficient allocations for housing including affordable housing and gypsy and traveller sites.	Officer time.	August 2009	R
g)	Ensure the DPD contains sufficient allocations for employment development.	Officer time.	August 2009	R

(I) Taking immediate effect.

(R) Recommended to Council/Directors through a Committee or other Report*.

(S) Added to the Service Plan.